

VOLVO

240 Series
260 Series

DESCRIPTION

Strut type suspension consisting of a vertically mounted strut assembly. Strut assembly is mounted to chassis frame at top by means of a thrust bearing. Lower end of strut assembly is mounted to a ball joint which is bolted to lower control arm. Steering knuckle is an integral part of strut assembly. Strut assembly consists of a shock absorber built into strut outer tube; a coil spring mounted on outside of strut assembly; and a spindle integral with bottom of strut. A stabilizer bar connects the control arms through rubber mounted links.

ADJUSTMENT

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

See *Wheel Alignment Specifications & Procedures* in **WHEEL ALIGNMENT** Section.

WHEEL BEARING ADJUSTMENT

See *Wheel Bearing Adjustment* in **WHEEL ALIGNMENT** Section.

BALL JOINT CHECKING

See *Ball Joint Checking* in **WHEEL ALIGNMENT** Section.

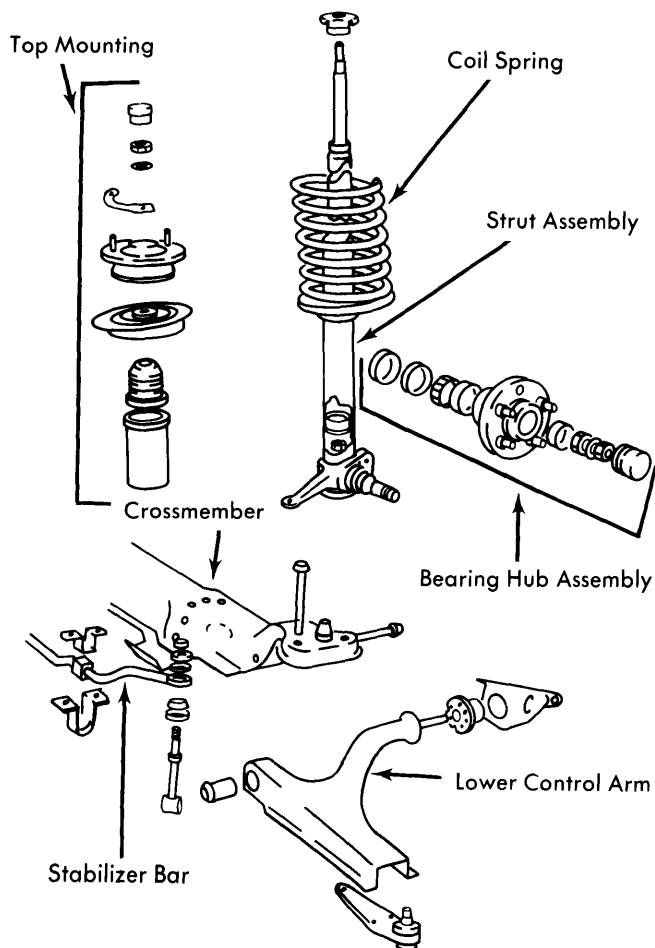


Fig. 1 Exploded View of Front Suspension Assembly

REMOVAL & INSTALLATION

CONTROL ARM

Removal – Raise vehicle and support on safety stands, then remove wheel and tire. Disconnect stabilizer bar-to-link assembly. Disconnect ball joint from control arm at three attaching bolts. Remove front attaching bolt for control arm. Remove bracket attaching rear of control arm to chassis, then remove control arm from vehicle. If control arm bushing is being replaced, press out using proper adapter (9995085) and driver (9995091).

Installation – Inspect all components for wear or damage. Use proper adapter (9995085) and driver (5555084) to install new bushings if necessary. If bushing in bracket is replaced, ensure that small slots on new bushing will point in a horizontal position when bracket is installed on vehicle. Install bracket, with control arm, to chassis but do not tighten bolts. Install front attaching bolt for control arm but do not tighten. Install ball joint to control arm and tighten bolts. Position a jack under control arm and raise so coil spring is compressed. Connect stabilizer bar to link. Tighten control arm attaching nuts and bolts. Install wheel and tire.

SHOCK ABSORBER

Removal – 1) Raise vehicle and support on safety stands, then remove wheel and tire. Position jack under control arm and raise slightly to provide support. Using a spring compressor, compress coil spring being sure to engage five coils with tool. Disconnect steering rod from steering arm and stabilizer bar from link at control arm. Remove bolt attaching brake line bracket. Remove cover on upper end of strut and spring assembly. Remove center nut using tool as indicated in Fig. 2.

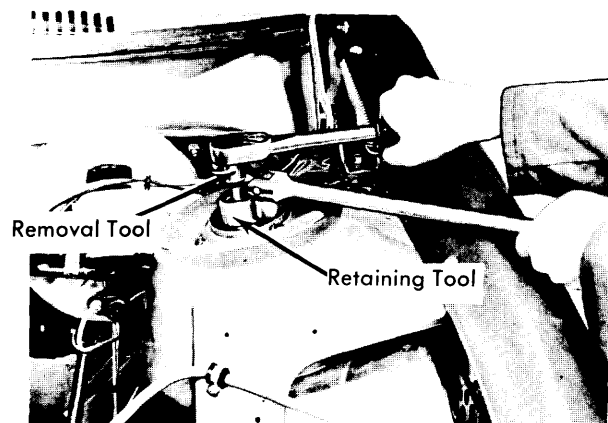


Fig. 2 View Showing Removal of Strut Assembly Center Nut

2) Lower jack supporting control arm while supporting strut assembly so brake lines and hoses are not damaged. Hook special tool (9995045) to strut assembly and stabilizer to support unit during remaining removal procedures. Remove the spring seat and rubber bumper. Remove coil spring with compressor tool attached. Remove shock absorber retaining nut while holding strut outer casing at the weld. Pull shock absorber from casing.

Front Suspension

VOLVO (Cont.)

Installation — 1) Install new shock absorber and retaining nut while holding strut outer casing at the weld. Pull shock absorber spindle to fully extended position. Install coil spring onto strut assembly making sure spring end is properly aligned on strut bracket. Install rubber bumper and install spring seat on coil spring. Guide strut assembly into upper mount and shock absorber spindle through upper mount. Connect stabilizer bar to stabilizer link.

Removal (Early Type) — Remove shock absorber as previously described. Loosen ball joint retaining nut using 3/4" (19 mm) socket with an extension while holding strut outer casing at the weld. Use a drift and hammer to break ball joint loose from strut assembly. Remove ball joint retaining nut, then secure strut assembly to frame with wire and disconnect ball joint from strut assembly. Disconnect ball joint from control arm and remove.

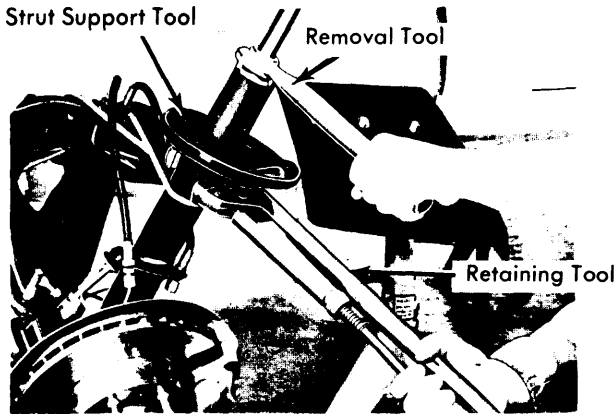


Fig. 3 View Showing Removal of Shock Absorber Nut

Installation (Early Type) — Install new ball joint to control arm and tighten bolts. Lift strut assembly into position, then install and tighten ball joint retaining nut while holding strut casing at the weld. Install shock absorber and remaining components.

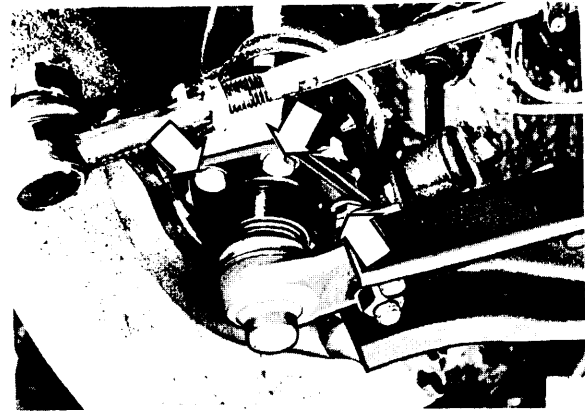


Fig. 5 View Showing Ball Joint Retaining Bolts on Late Type Unit

2) Position jack under control arm and raise slightly. Install and tighten washer and nut to shock absorber spindle while using proper retaining tool. Install cover, then connect brake line bracket to chassis. Connect steering arm to steering rod and remove coil spring compressor tool slowly. Install wheel and tire.

Removal (Late Type) — Raise vehicle and support with safety stands. Loosen shock absorber retaining nut. Remove four bolts attaching ball joint to strut assembly. Remove ball joint from control arm, then remove ball joint nut and separate ball joint from attachment.

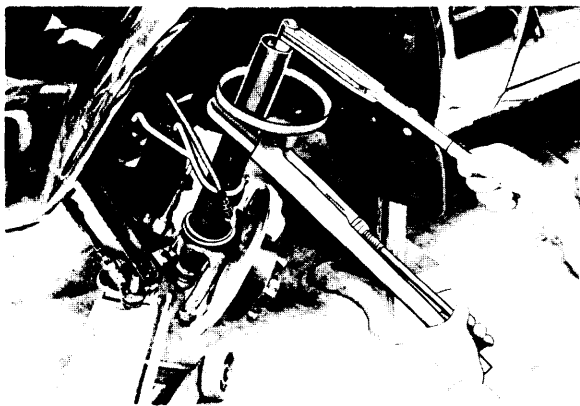


Fig. 4 View Showing Removal of Ball Joint Retaining Nut on Early Type Unit

Installation (Late Type) — Attach new ball joint to attachment and tighten nut. Install ball joint assembly to strut assembly and to control arm. Tighten shock absorber retaining nut.

BALL JOINTS

NOTE — Early type ball joints have seat directly in the strut housing making removal of shock absorber necessary before access to ball joint mounting nut can be achieved. On late type ball joints, seat is bolted to shock absorber lower attachment.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.(mkg)
Ball Joint-to-Control Arm	70-95(9.7-13.1)
Ball Joint-to-Strut (Early)	30-50(4.1-6.9)
Ball Joint Assembly-to-Strut (Late)	11-18(1.5-2.5)
Ball Joint-to-Bracket (Late)	35-50(4.8-6.9)
Control Arm-to-Bracket (Rear)	36-43(5.0-5.9)
Control Arm-to-Chassis	40-70(5.5-9.7)
Control Arm Bracket-to-Frame	22-36(3.0-5.0)