

## 2001 Volvo V70 XC AWD L5-2.4L Turbo VIN 58 B5244T3

### Bushing Control Arm, Replacing Bushing [control arm](#), replacing

#### Special tools:

951 2050

951 2923

999 5045

999 7032

999 7033

999 7035

999 7037

999 7048

999 7050

999 7051

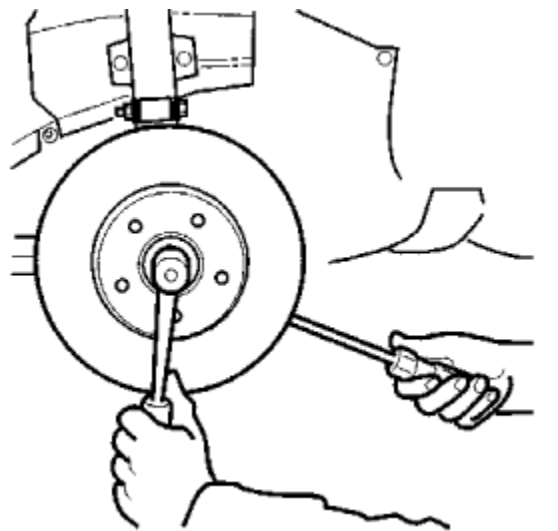
999 7054

**Note:** As the illustrations in this service information are used for different model years and / or models, some variation may occur. However, the essential information in the illustrations is always correct.

#### Preparations

**Note:** When replacing the left [control arm](#), the engine must be lifted out if the car is equipped with transmission 4T65. For the right hand control arm the engine must be lifted for the screw on the control arm front bushing to be replaced.

#### Disconnecting drive shaft

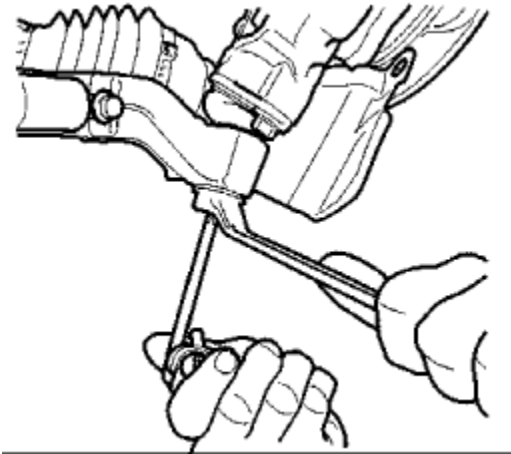


Remove:

the wheel

- the drive shaft screw. Use a screwdriver as a counterhold on the brake disc.
- Slacken off the drive shaft in the hub by knocking the drive shaft **approximately 10 - 15 mm** into the hub. Use a rubber or copper mallet.

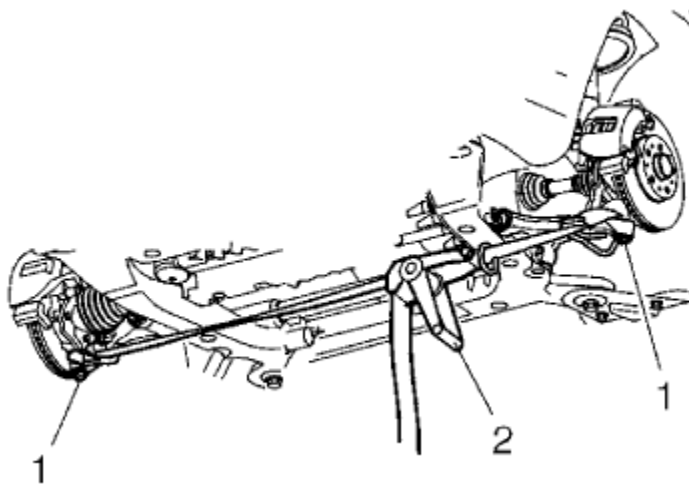
### Disconnecting [ball joint](#)



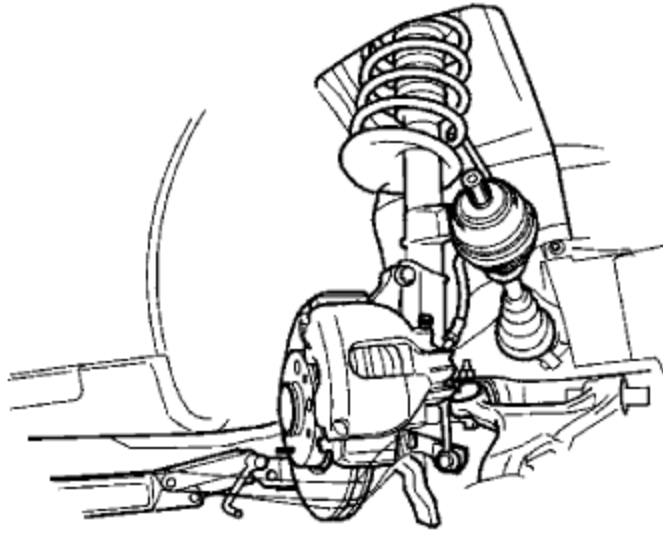
- Remove the nut on the [ball joint](#). Use a torx wrench as a counterhold.

### Releasing the spring strut

**Warning!** Ensure that the tension strap is correctly secured in the [control arms](#).



- Pull down the [control arms](#) (1) using a tension strap (2)
- Release the spring strut from the [control arm](#)
- Remove the tensioner strap.



- Press out the drive shaft completely. Hang up the spring strut using a retaining strap against the jacking point. Do not damage the [ball joint](#) boot. Hang up the drive shaft from a hook 999 5045
- Remove the splash guard under the engine.

### Removing the left [control arm](#)

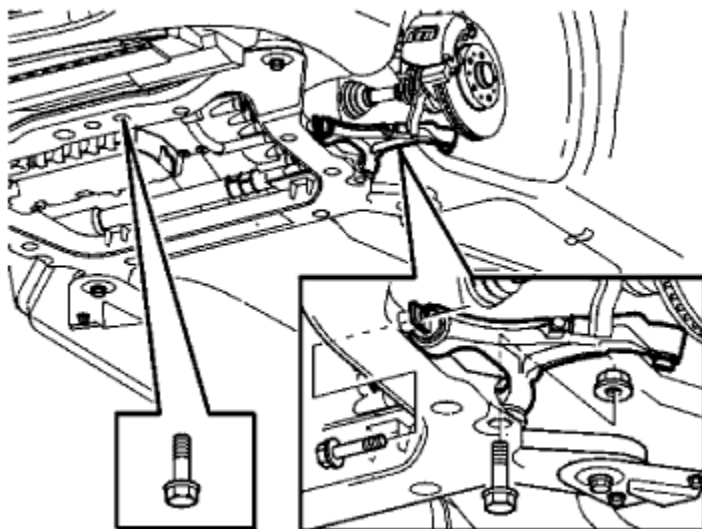
Applies to cars equipped with the 4T65 EV/GT transmissions:

- Remove the screw for the front motor mounting.

Applies to all models:

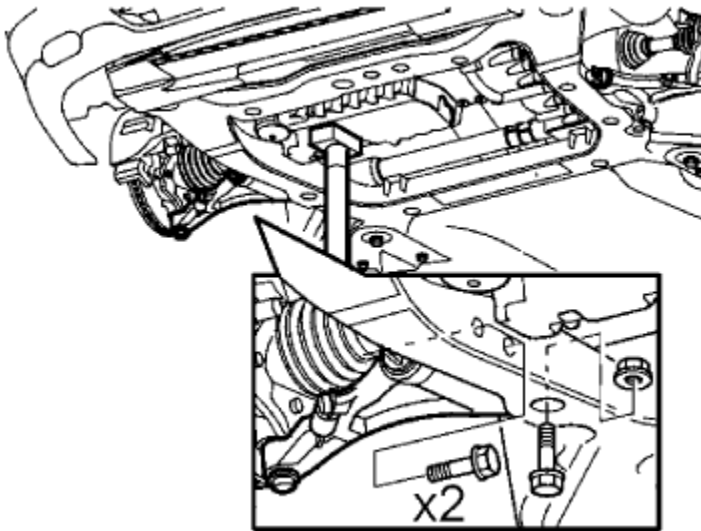
- Lift up the left-hand side of the engine approximately 25 mm to expose the [control arm](#) screw. Use a mobile jack.

**Note:** Use a wooden block between the jack and engine.



- Remove:
- the screws and the nut for the [control arm](#) in the sub-frame
- the control arm.

### Removing the right [control arm](#)



Applies only to cars with 6 cylinder engines:

- Remove the vibration damper.

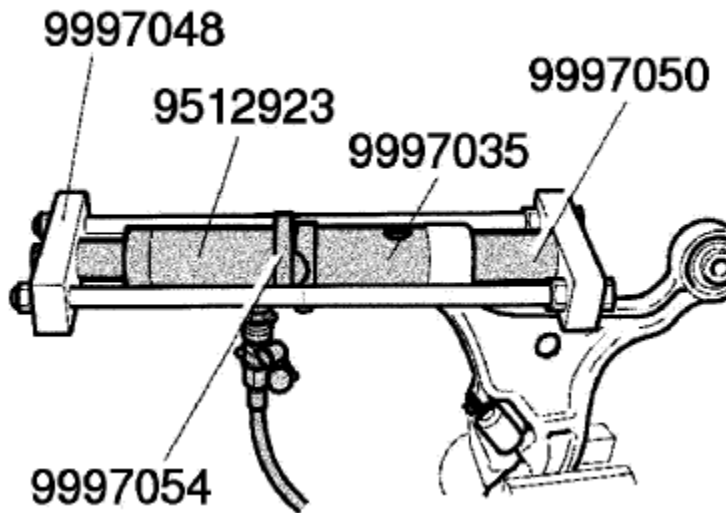
Applies to all models:

- Remove both the right hand engine mounting screws
- Lift the right-hand side of the engine **approximately 25 mm** to expose the [control arm](#) screw. Use a mobile jack.

**Note:** Use a wooden block between the jack and engine.

- Remove:
- the screws and the nut for the [control arm](#) in the sub-frame
- the control arm.

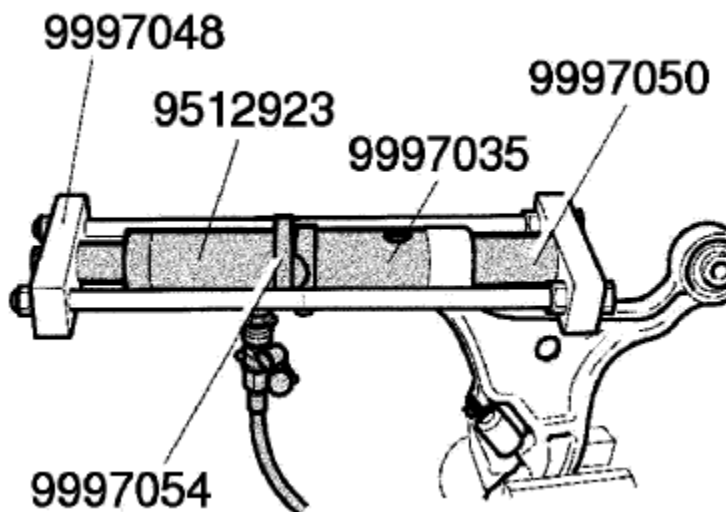
## Removing the front bushing



- Position the [control arm](#) in a vise with soft jaws.

**Note:** Measure and note the position of the bushing before removal.

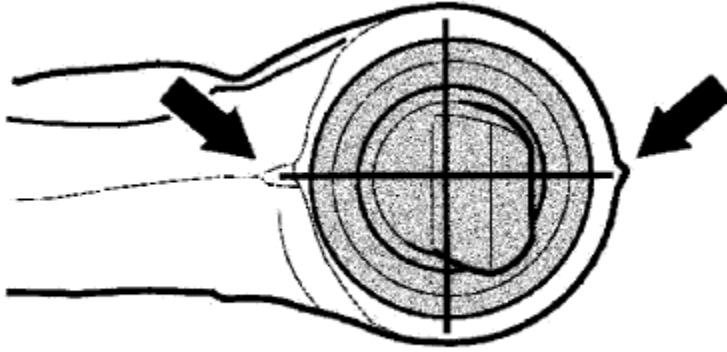
- Use tool 999 7048 together with hydraulic cylinder 951 2923 with 999 7054, 999 7050 and 999 7035
- Press out the bushing
- Clean in and around the bushing in the [control arm](#).



- Use tool 999 7048 together with hydraulic cylinder 951 2923 with 999 7054, 999 7050 and 999 7035

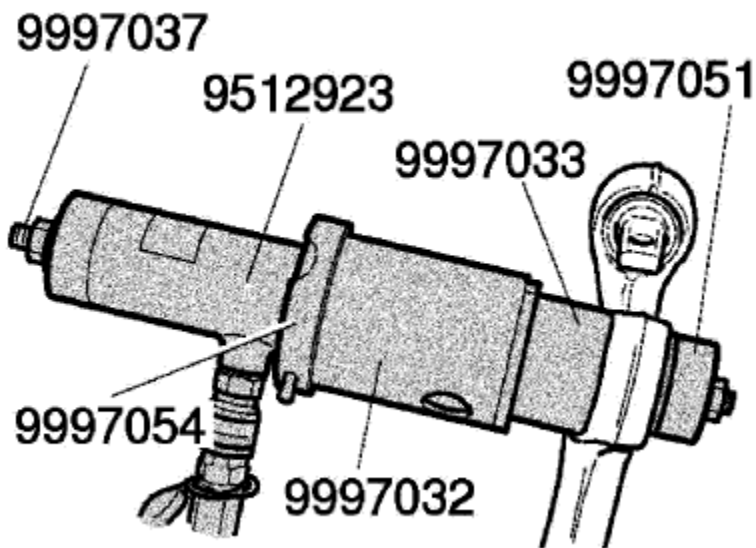
Press the bushing in.

**Note:** Do not press in more than the measured bushing position.



**Caution!** Ensure that the bushing is at the correct angle in the [control arm](#).

### Removing the rear bushing

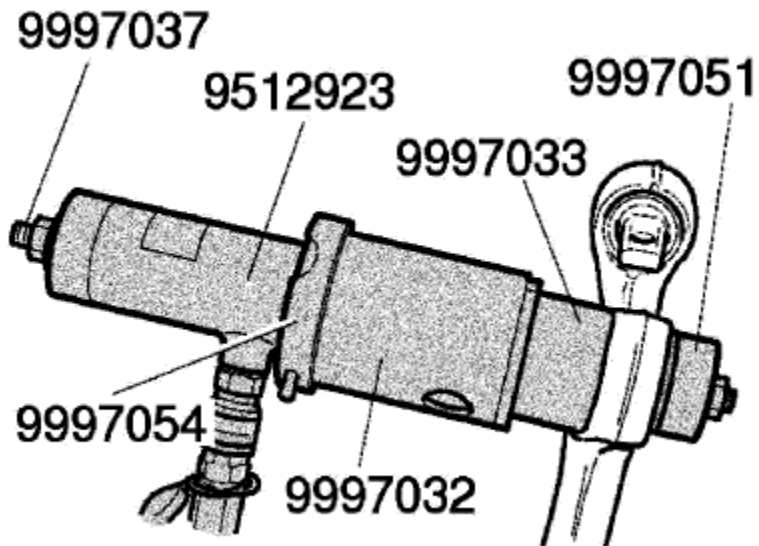


- Position the [control arm](#) in a vise with soft jaws.

**Note:** Measure and note the position of the bushing before removal.

- Use tool 951 2923 with 999 7054, 999 7037, 999 7032, 999 7033 and 999 7051
- Press out the bushing.

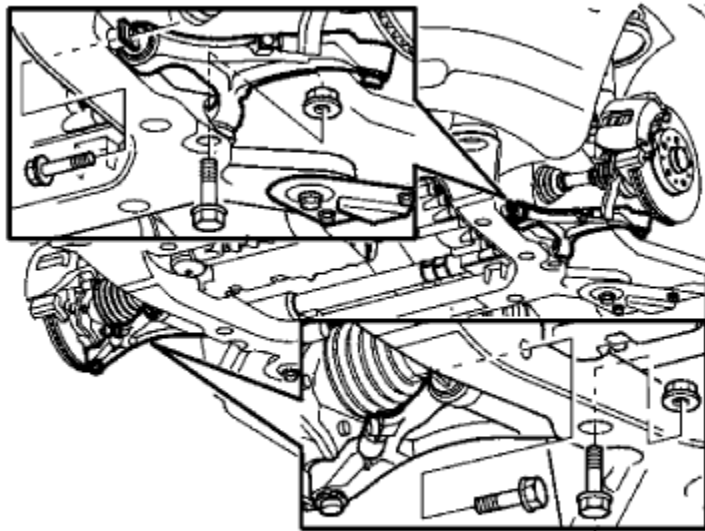
## Installing the rear bushing



- Use tool 951 2923 with 999 7054, 999 7037, 999 7032, 999 7033 and 999 7051
- Press the bushing in.

**Note:** Do not press in more than the measured bushing position.

## Installing the right [control arm](#)



- Install the [control arm](#). Use new screws

- Tighten the front screws. Tighten to **65 Nm** . Angle-tighten **90°** .

Use bevel protractor 951 2050

- Tighten the rear screw and nut. Tighten to **105 Nm** . Angle tighten **90°**
- Lower the engine
- Remove the mobile jack
- Tighten the screws on the right engine mounting. Tighten to **35 Nm** . Angle-tighten **90°** . Use new screws.

Applies only to cars with 6 cylinder engines:

- Install the vibration damper. Use new screws. Tighten to **35 Nm** . Angle-tighten **50°** .

#### Installing the left [control arm](#)

- Install the control arm. Use new screws
- Tighten the front screws. Tighten to **65 Nm** . Angle-tighten **90°** .

Use bevel protractor 951 2050

- Tighten the rear screw and nut. Tighten to **105 Nm** . Angle tighten **90°** .

Applies to cars equipped with the 4T65 EV/GT transmissions:

Lower the engine

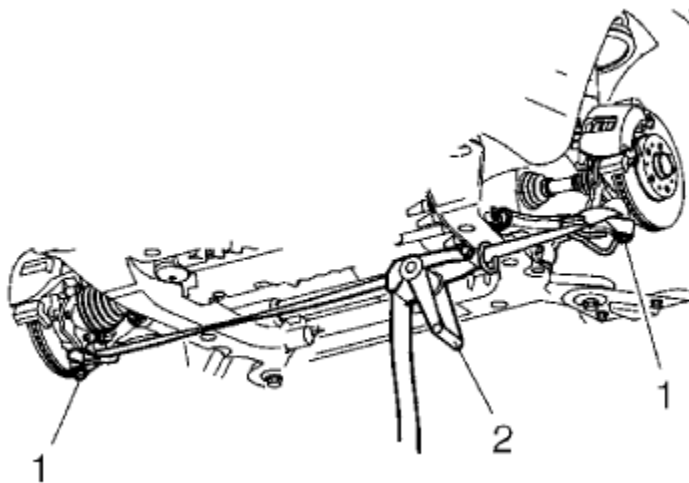
- Tighten the front engine mounting. Tighten to **50 Nm**
- Remove the mobile jack.

#### Installing the drive shaft

- Clean the drive shaft splines
- Release and remove the retaining strap on the spring strut
- Align the drive shaft in the hub
- Lubricate and install the drive shaft screws.

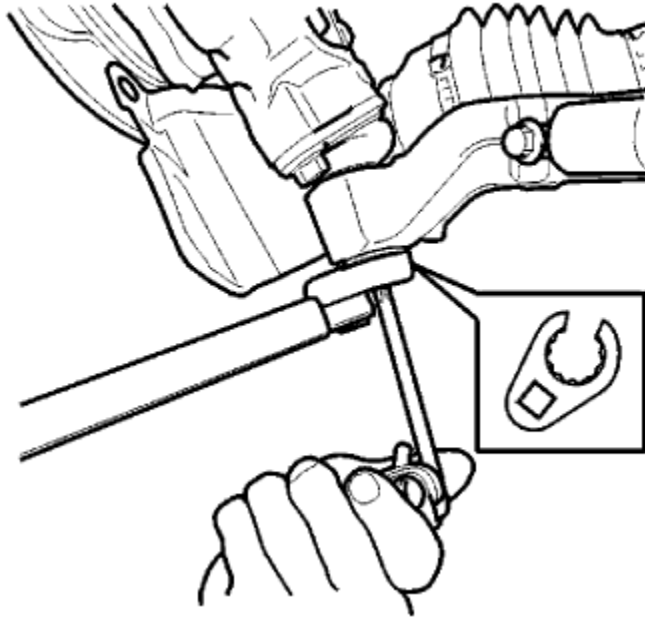
#### Installing the [ball joint](#)

**Warning!** Ensure that the tension strap is correctly secured in the [control arms](#).





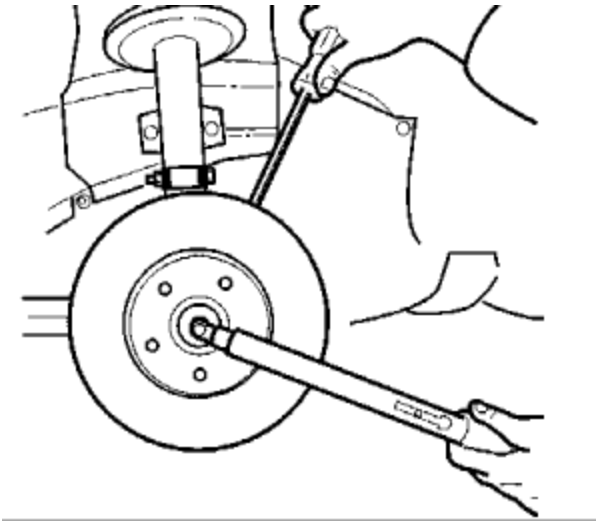
- Pull down the [control arms](#) (1) using a tension strap (2)
- Align the [ball joint](#) in the [control arm](#)
- Remove the tensioner strap.



**Warning!** Ensure that the tension strap is correctly secured in the [control arms](#).

- Install a new nut on the [ball joint](#). Tighten to **80 Nm** . Use a torx wrench as a counterhold.

**Note:** Make sure that the mating surfaces on the [ball joint](#) and link are clean.



- Tighten the drive shaft. See specifications. Use a screwdriver as a counterhold on the brake disc.

Install:

the splash guard under the engine

- the [wheels](#).