

22: Oil pan replacement

V70 (-00), 1998, B5254FS M 4.4, AW50-42, L.H.D

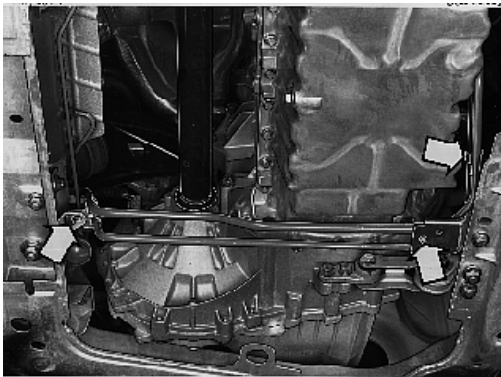
2/1/2014

22: Oil pan replacement**PRINT****Oil pan replacement****Preparations:**

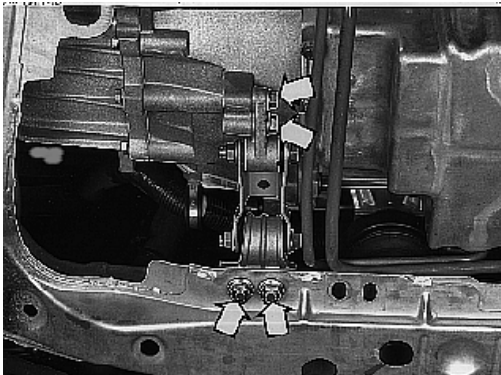
*Remove dipstick and raise car. (Older models: Remove engine splashguard). Drain engine **oil** and remove **oil** filter.*

Detach and remove:

- the three clamps on the servo line
- the two brackets

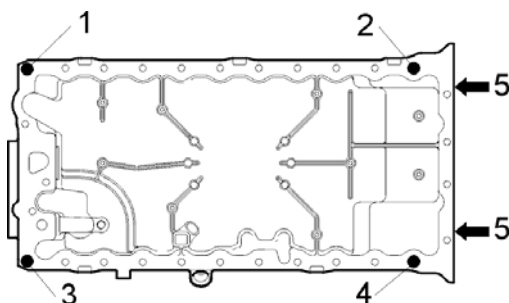
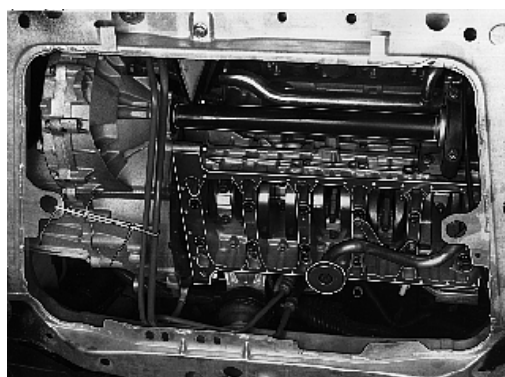
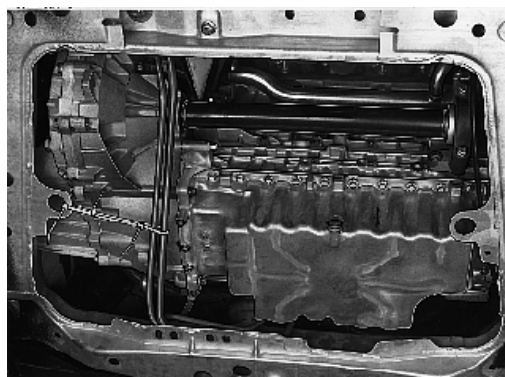
**Detach and remove:**

- screws and nuts to the torque rod as indicated by the arrows

**Oil pan removal**

Carefully move the pipes to one side so they are to the left of the division between the engine and the transmission. Use tie straps or similar to hold in place.

If there is an **oil** thermostat, detach the cover with the **oil** line (the screws can be reached by bending the fender liner in the wheelhousing to one side).



Remove all the **oil pan** screws except for one at each corner. Use a suitable tool at the marked points to pry apart the joint so the liquid gasket releases. Remove the remaining screws, work the **oil pan** sideways, and down to the left.

Cleaning

Wipe off **oil** and remove any gasket residue from the bottom engine surfaces using gasket solvent P/N **1161440-1**. Scrape with a plastic scraper if necessary. Discard O rings and install new rings

Note! there are two types of O ring).

If reinstalling the same **oil pan**, clean off using the same method. In addition, wash the **pan** in degreasing solvent and hot water internally and externally.

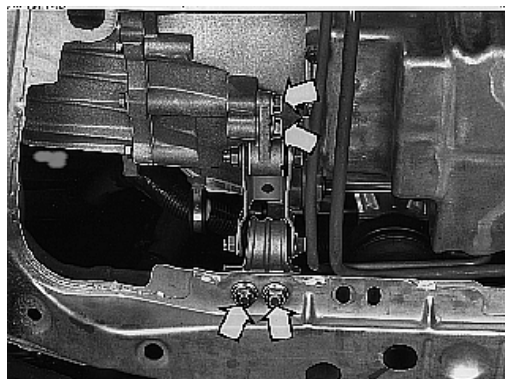
Installation of **oil pan**.

Apply liquid gasket P/N **1161 059-9** using a short-bristle roller P/N **951 1205** on the **oil pan**.

1. Apply sealing compound (p/n 1161059-9) to sump sealing surface.
 2. Mount sump in position using all bolts. **Do not tighten bolts allow sump to remain loose.**
 3. Press sump against gearbox and tighten bolts (**1**), (**2**), (**3**) and (**4**) to **2-3 Nm** (1.5-2.2 ft. lbs).
 4. Tighten bolts (**5**) between sump and gearbox initially to **25 Nm** (18ft. lbs) and finally to **50 Nm** (37 ft. lbs).
- Do not loosen bolts **1, 2, 3**, and **4**. From rear to front torque all bolts (including **1, 2, 3**, and **4**) to **17 Nm** (12 ft. lbs.).

If there is an **oil** thermostat, reinstall using new gasket.

Reinstall the torque rod



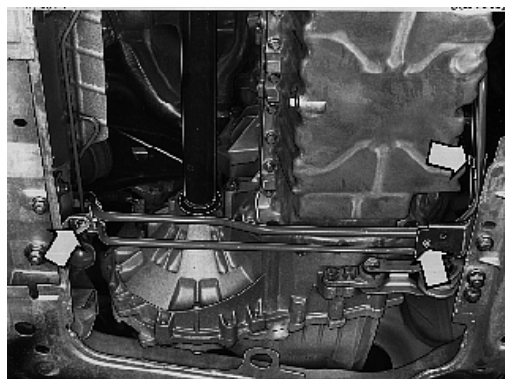
Reinstall the torque rod using **new** screws and tighten to **35 Nm (26 ft.lbs) + 60°**, use protractor 951 2050 .

Note! Early type M8 screw torque to 18 Nm (13 ft.lbs) + 90°.

Install nuts and tighten to **65 Nm (48 ft.lbs) + 60°**.

Note! Remarks: The screws can only be reused once, then they must be knocked out of the bracket and replaced with a standard screw with a head. The same tightening torque applies.

Attach the **oil line to the steering servo**



Remove the tie straps holding the **oil** lines.

First reinstall the front clamp without tightening fully.

Reinstall both the others with their brackets and tighten the pipe clamp screws only when the lines are correctly located in position.

Tighten the screw for the first clamp.

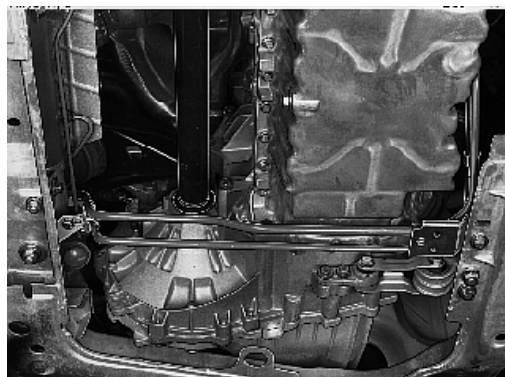
Install new **oil** filter (Older cars:

Reinstall engine splashguard, if fitted) and lower car.

Top up engine **oil** level and reinstall the dipstick.

Check for leaks

Raise car and check for **oil** leaks from the servo line and **oil pan**.



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