

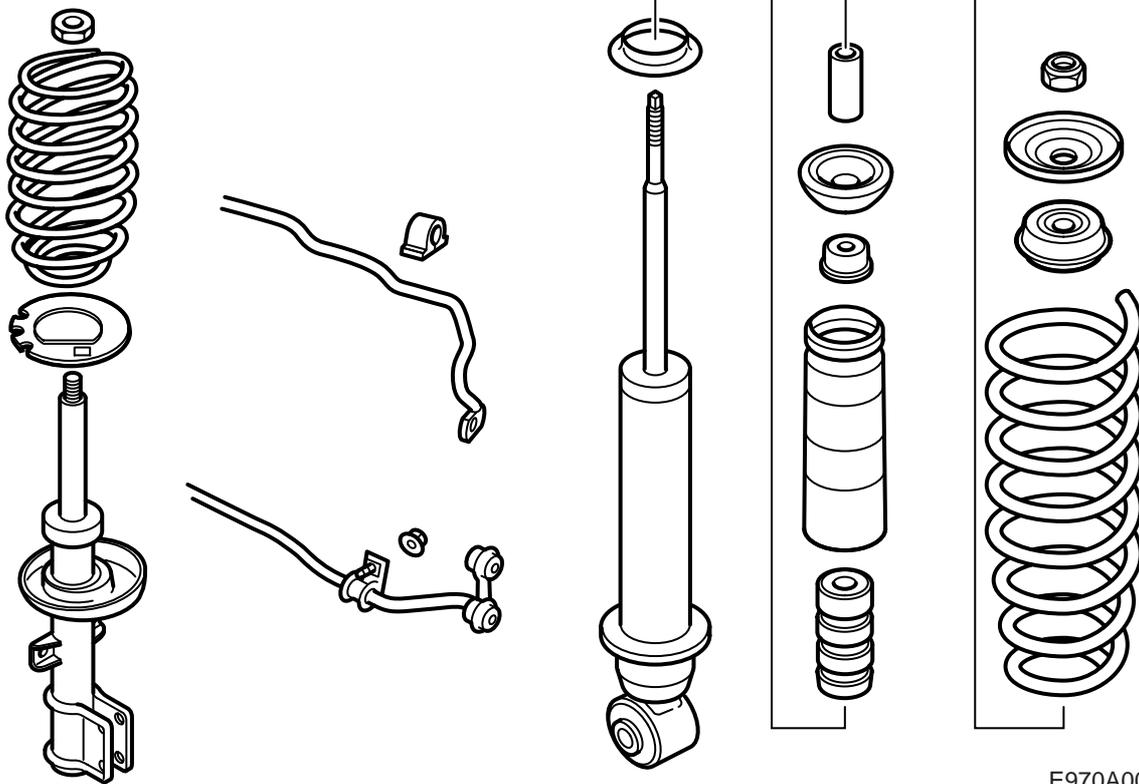


**MONTERINGSANVISNING · INSTALLATION INSTRUCTIONS
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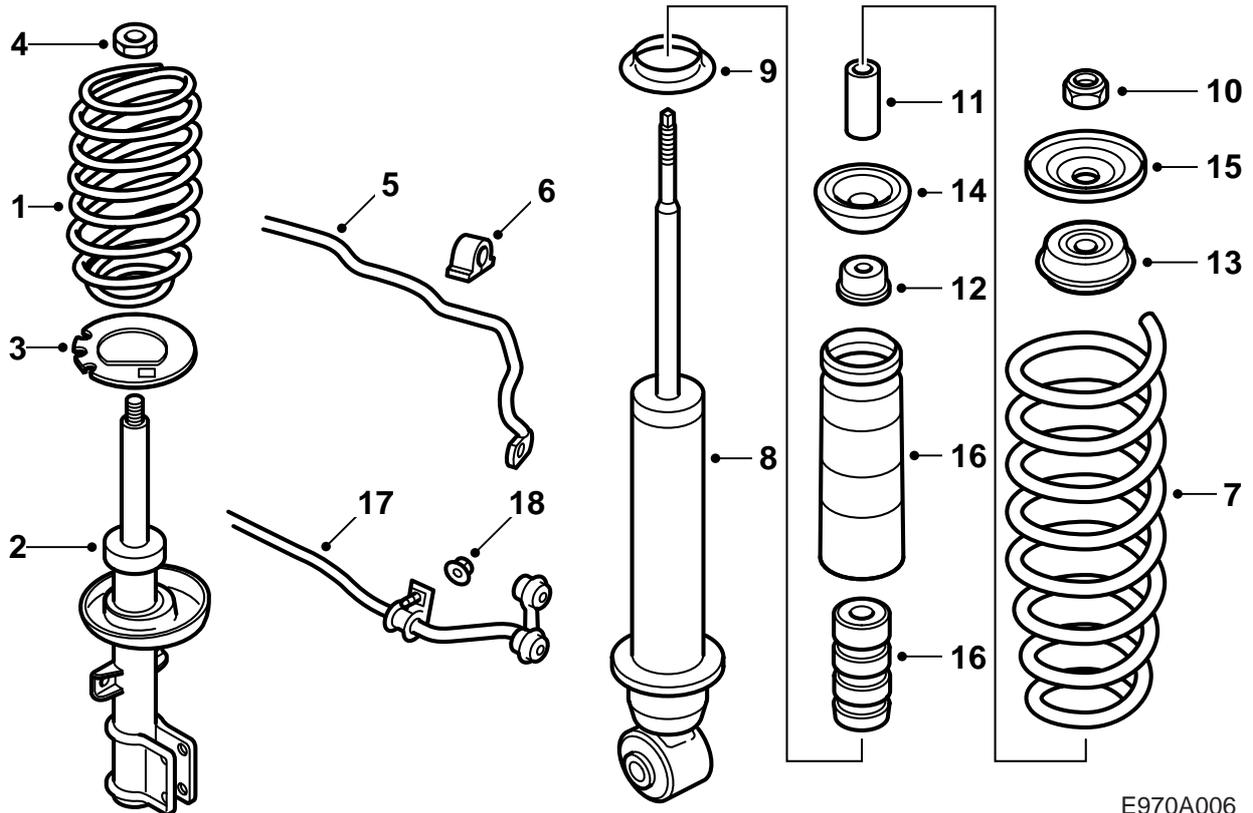
Saab 9-5 - M02

Road holding kit

Accessories Part No.	Group	Date	Instruction Part No.	Replaces
400 126 959 400 126 967 400 126 975 400 126 983	9:76-01	Sep 04	50 64 316	50 64 316 Jan 00

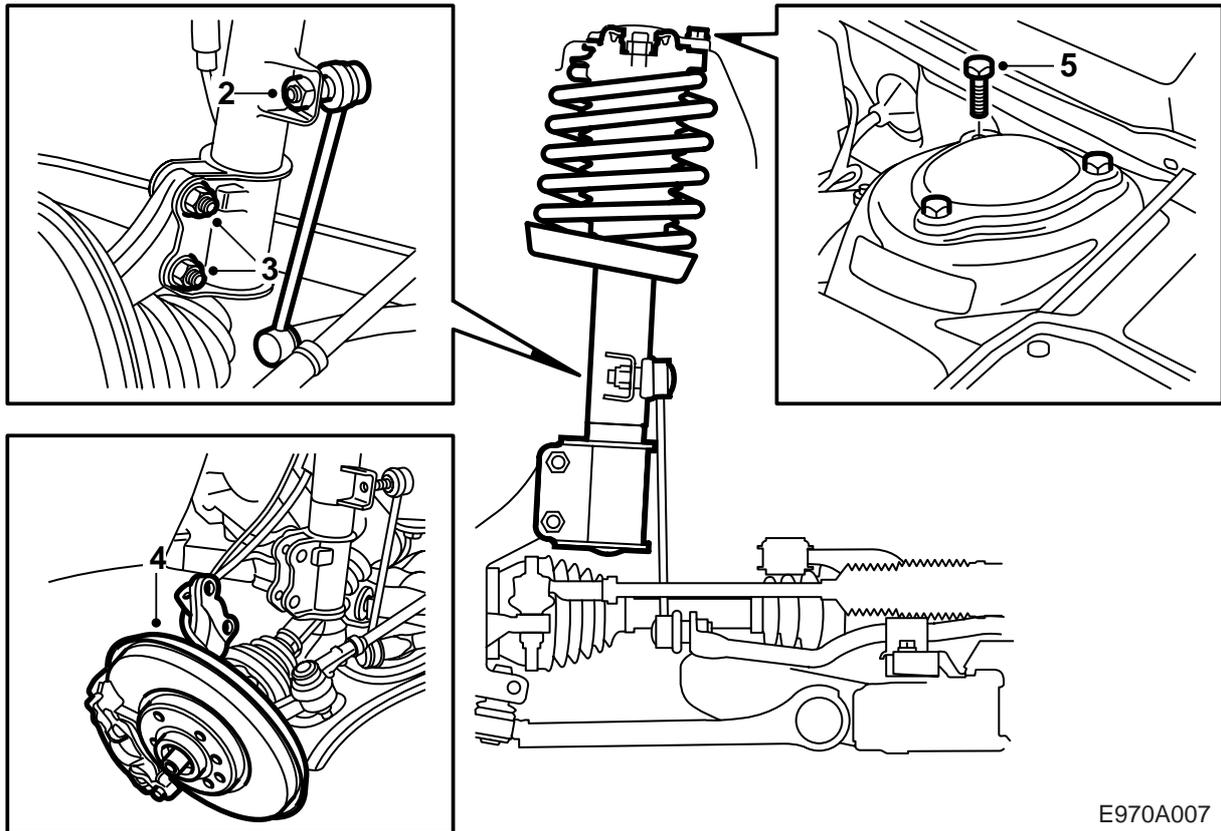


E970A005



E970A006

- 1 Spring, front (x2)
- 2 MacPherson strut, front (x2)
- 3 Zinc spacer (x2)
- 4 Lock nut, front (x2)
- 5 Anti-roll bar, front
- 6 Bearing bushing (x2)
- 7 Spring, rear (x2)
- 8 Shock absorber, rear (x2)
- 9 Spacer ring (x2)
- 10 Lock nut, rear (x2)
- 11 Sleeve (x2)
- 12 Washer (x2)
- 13 Bushing (x2)
- 14 Bushing (x2)
- 15 Washer (x2)
- 16 Bump stop with dust cover (x2)
- 17 Anti-roll bar, rear
- 18 Flange nut (x2)

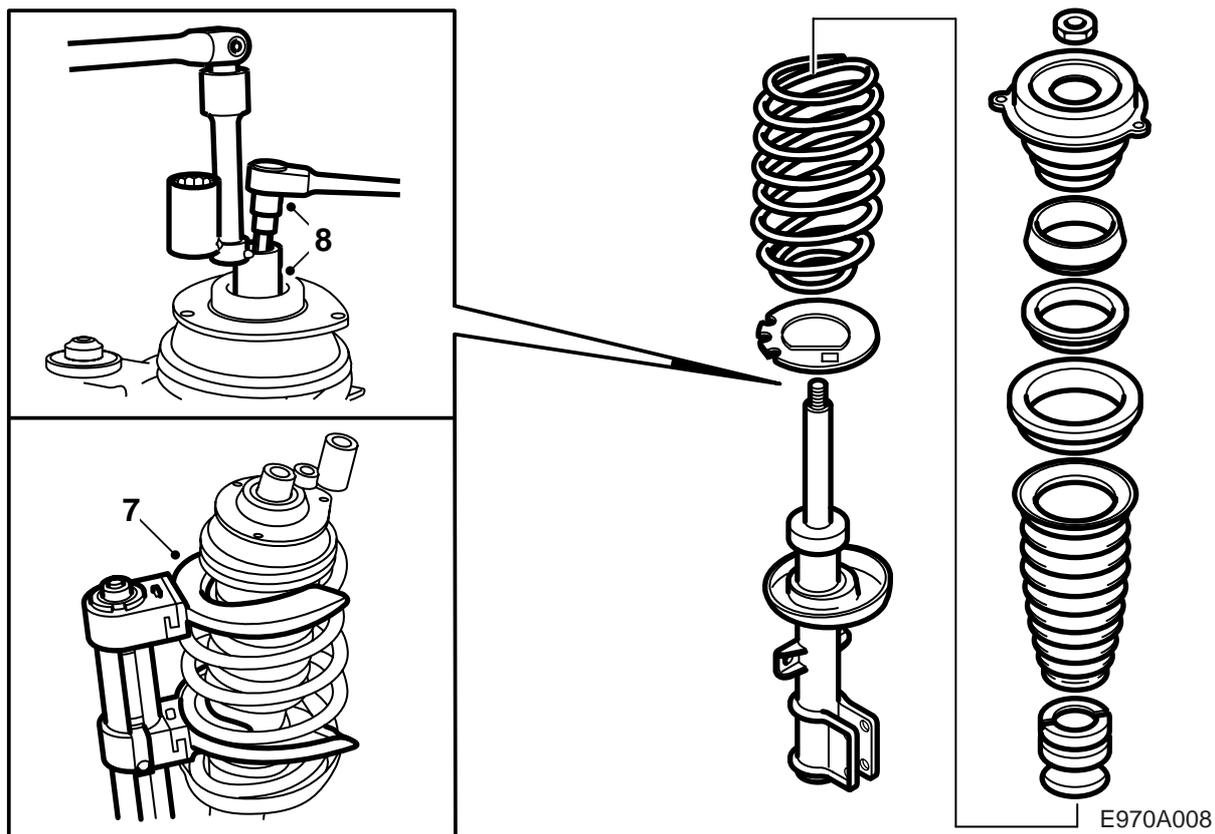


E970A007

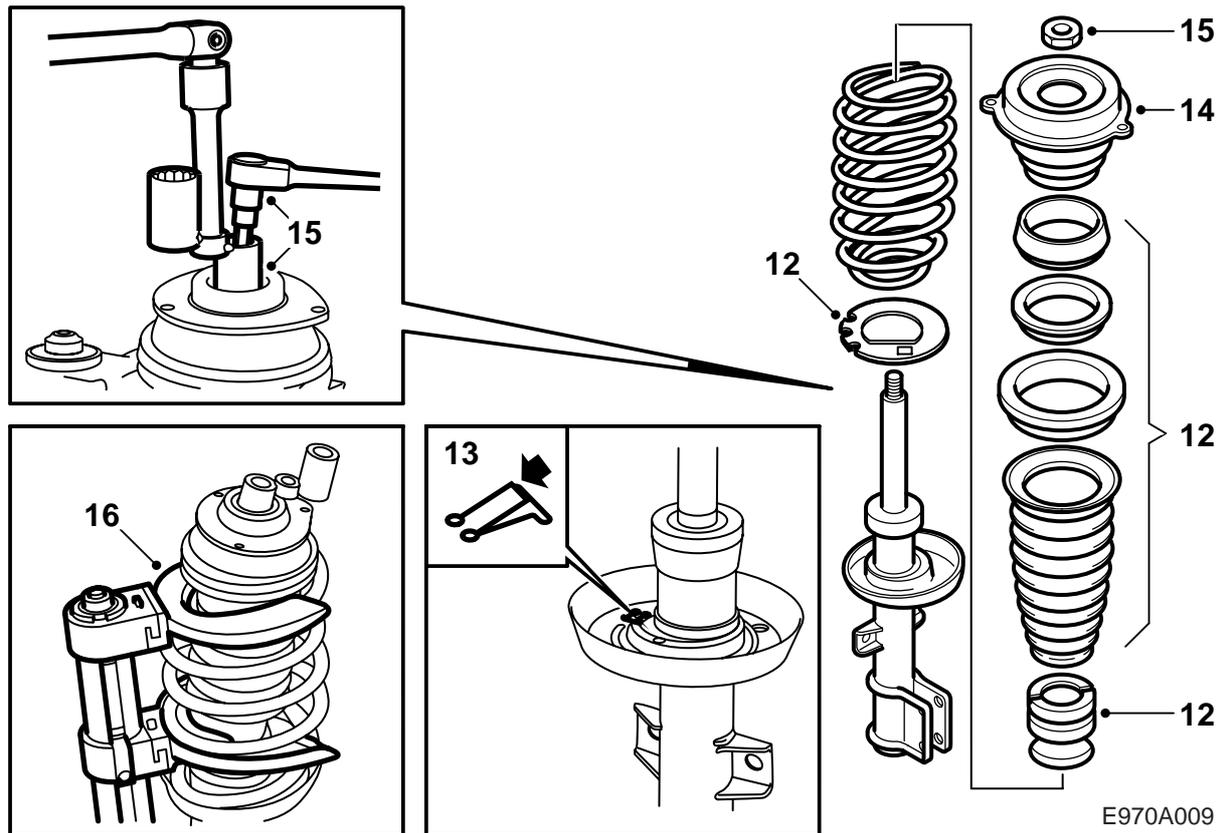
Front

The description concerns one side, but both sides should be changed.

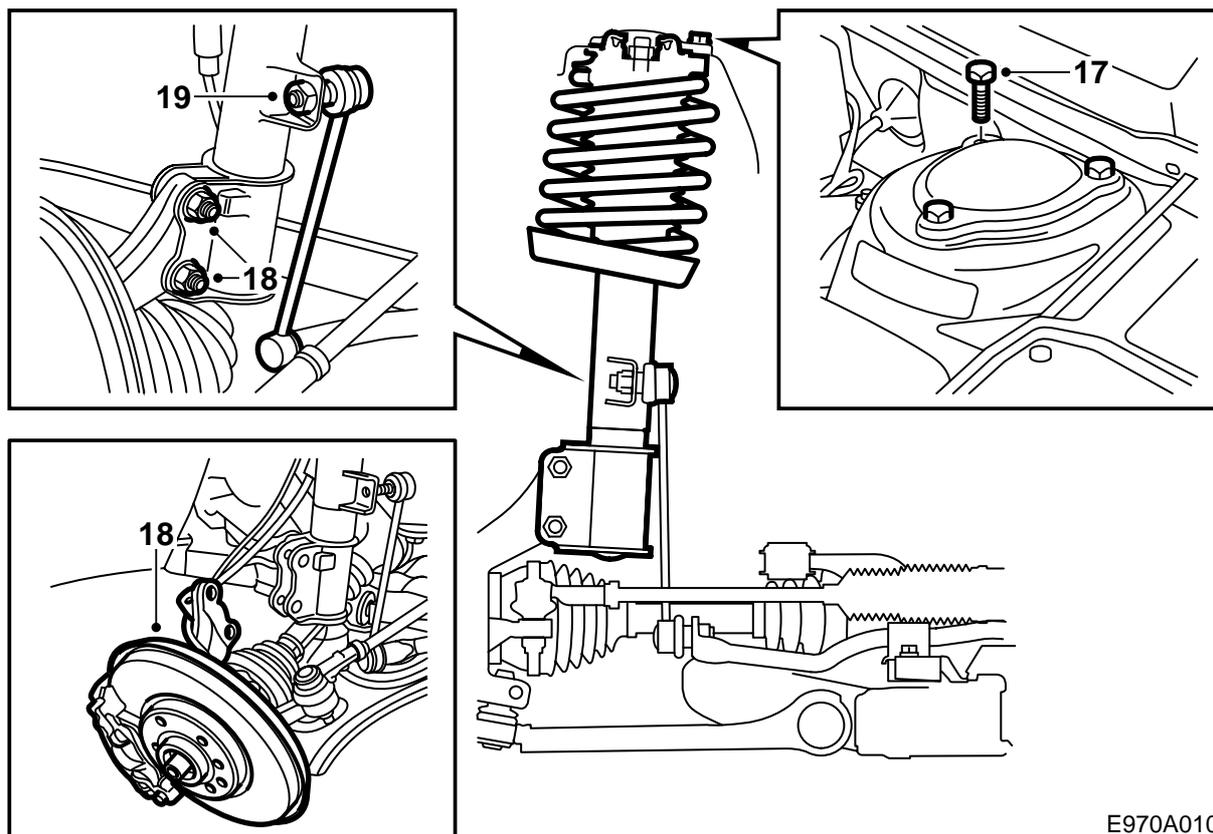
- 1 Lift the car and remove the front wheels.
- 2 Unscrew the nut to the anti-roll bar link. To avoid pushing the gaiter out of the groove, use a narrow 17 mm open-ended spanner as a back stop.
- 3 Unscrew the bolts securing the steering swivel member to the spring strut and detach the ABS sensor cable from its holder. Fold back the holder and brake hose.
- 4 Lower the steering swivel member.
- 5 Remove the spring strut's three bolts in the upper mounting.
- 6 Remove the spring strut.



- 7 Compress the spring with tool 88 18 791 and holder 88 18 817.
- 8 Grasp the piston rod and dismantle the nut with tool 89 96 613.
- 9 Remove the bearing and upper spring seat.
- 10 Remove the spring, the bellows and the bump stop.
Release the spring compressor.
- 11 Compress the new spring with tool 88 18 791 and holder 88 18 817.



- 12 Fit the new zinc spacer, the bump stop with the spring seat and the bellows on the new spring strut, and mount the spring.
 - 13 Make sure that the spring's lower end lies against the stop lug in the lower spring seat.
 - 14 Mount the upper bearing.
 - 15 Tighten the nut.
- Tightening torque 75 Nm (55 lbf ft)**
- 16 Release the spring compressor.



E970A010

- 17 Position the spring strut in its correct position and tighten the three bolts in the upper attachment. The smallest hole acts as a guide hole. The bolts should be tightened alternately.

Tightening torque 18 Nm (13 lbf ft)

- 18 Lift the steering swivel member towards the spring strut, **push the steering swivel member inwards** and tighten the screws that hold the steering swivel member against the spring strut.

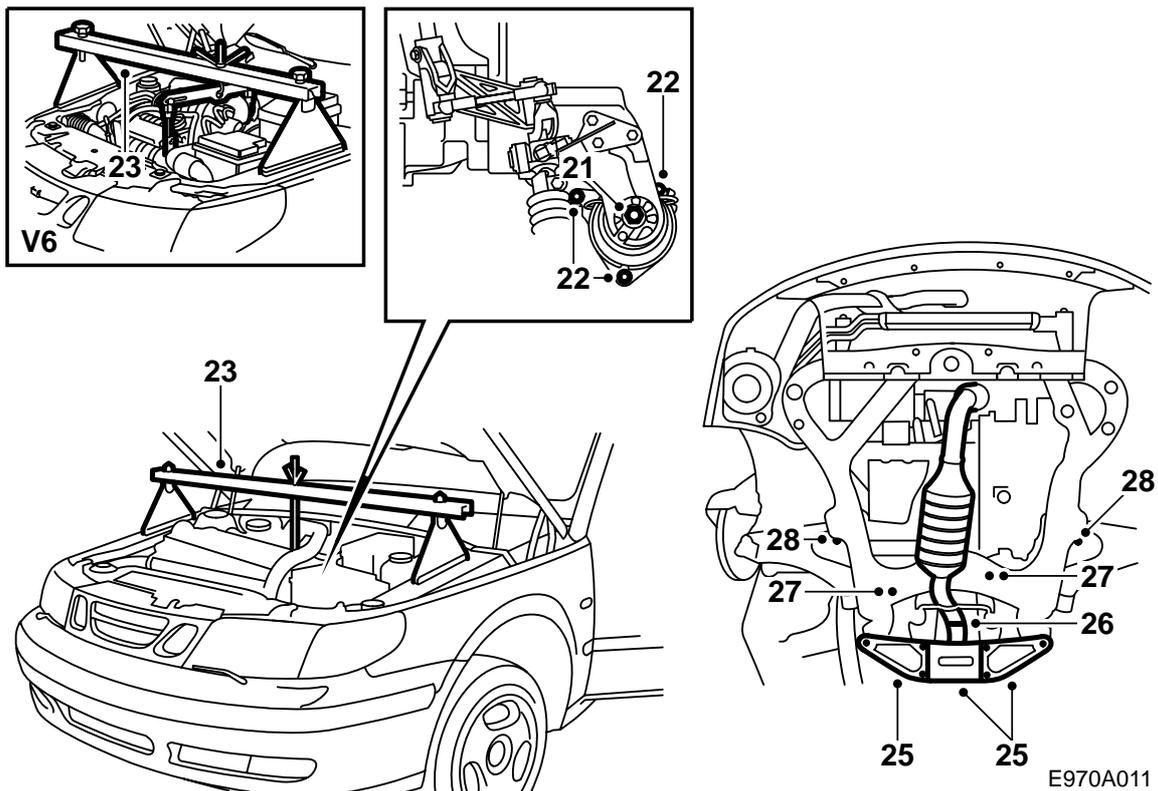
Tightening torque 100 Nm (75 lbf ft) + 45°

- 19 Tighten the nut to the anti-roll bar link.

Tightening torque 95 Nm (70 lbf ft)

- 20 Remove the cover over the intake manifold.

- 21 Dismantle the nut to the rear engine mounting.



E970A011

22 Remove the three bolts that hold the rear engine in place by using a 10 mm socket, a joint and a long extension with a $\frac{3}{8}$ " fastener.

Let the bolts remain in place.

23 **4-cyl:** Position the lifting beam 83 93 850 on the wings and hook on the engine's rear lifting eye.

V6: Mount the lifting eyes, one on the back of the cylinder head (first remove an existing screw). Use the lifting tool 83 95 287 and put the lifting bar 83 93 850 in place.

Important

Place protection under the feet of the lifting bar to avoid damage to the paintwork.

Take up the weight of the engine and gearbox.

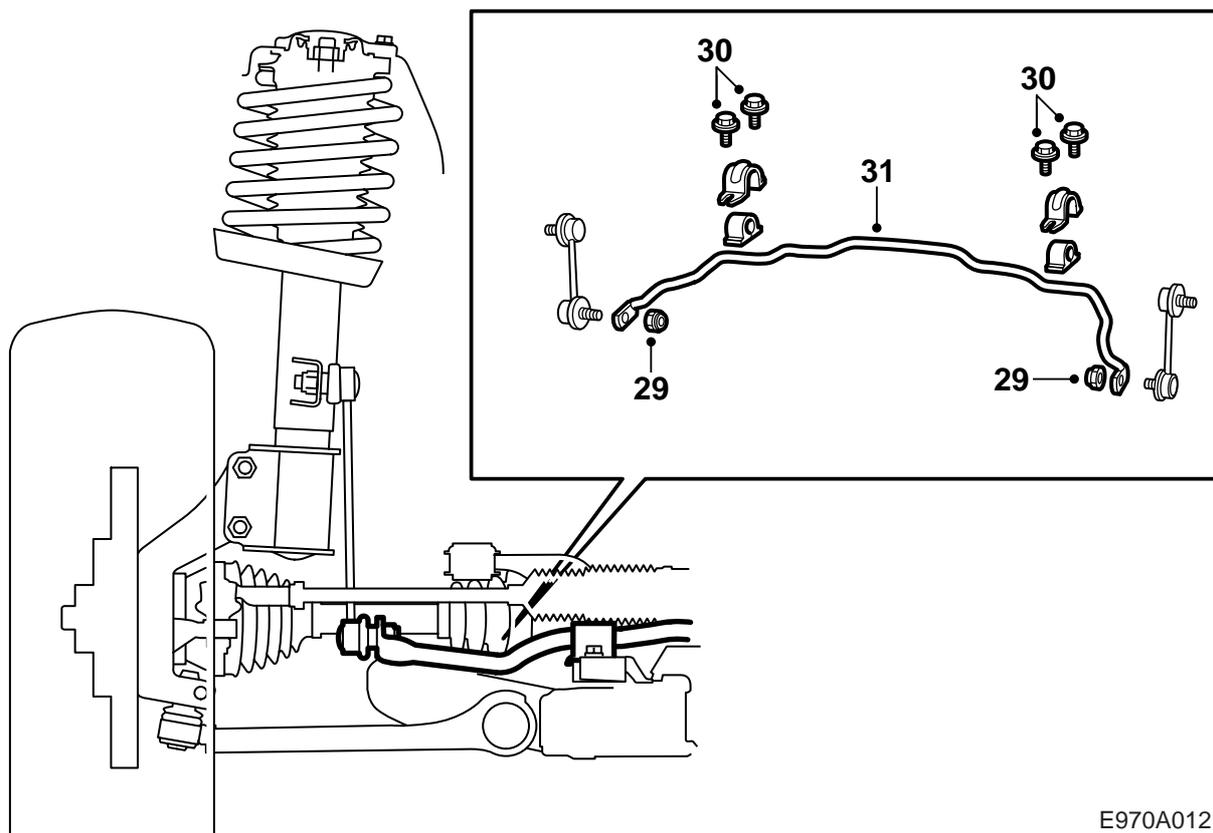
24 Raise the car.

25 Remove the reinforcement on the subframe rear attachment.

26 Separate the exhaust pipe joint between the catalytic converter and silencer.

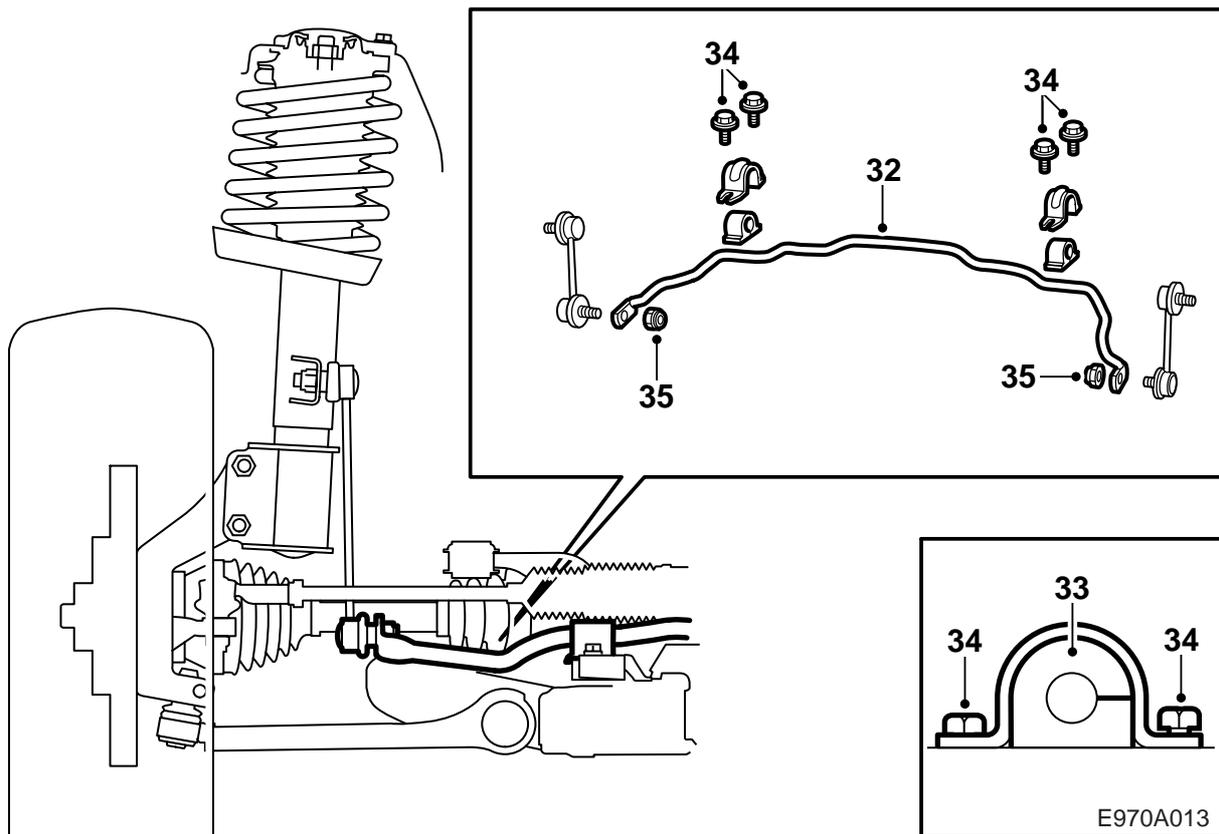
27 Remove both retaining bolts to the steering gear.

28 Remove the bolts to the subframe centre attachment and lower the rear end of the subframe.

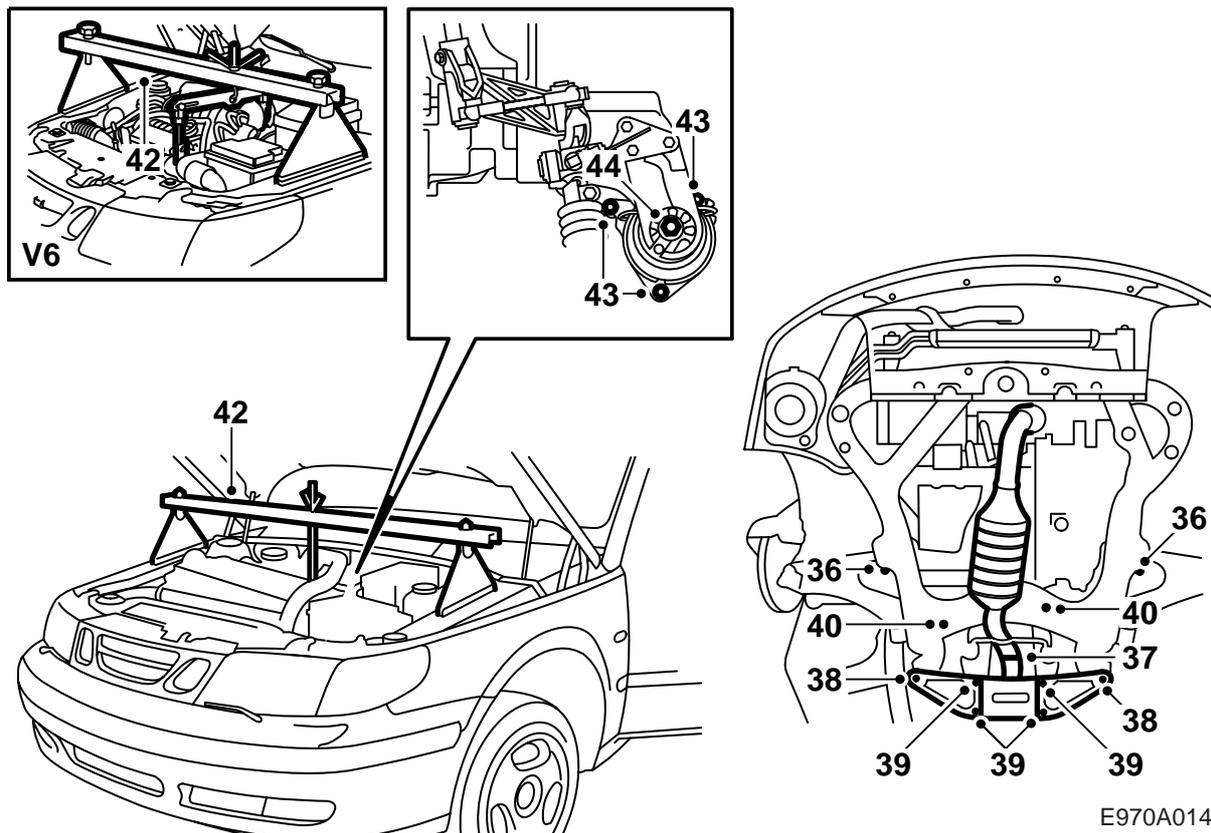


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- 29 Remove the anti-roll bar from the links. (To avoid pushing the gaiter out of the groove, use a narrow 17 mm open-ended spanner as a back stop).
- 30 Remove the screws to the anti-roll bar mounting in the subframe.
- 31 Remove the anti-roll bar through the wheel housing on the passenger side.



- 32 Lift in the new anti-roll bar through the wheel housing on the passenger side. Refer to the illustration to see which way round the anti-roll bar should be fitted. Make sure it does not catch on any hoses or cables in the engine bay.
- 33 Lubricate the new bushings with Molycote 33 (part no. (16) 30 20 476) and fit them with the opening to the rear.
- 34 Tighten the anti-roll bar retaining bolts in the subframe.
Tightening torque 25 Nm (20 lbf ft)
- 35 Tighten the anti-roll bar nuts to the links. To avoid pushing the gaiter out of the groove, use a narrow 17 mm open-ended spanner as a back stop.
Tightening torque 90 Nm (65 lbf ft)



E970A014

36 Lift the subframe and tighten the centre mountings.

Tightening torque 100 Nm (75 lbf ft) + 45°

37 Close the exhaust pipe joint between the catalytic converter and silencer.

38 Mount the subframe rear attachment together with the reinforcement.

Tightening torque 100 Nm (75 lbf ft) + 45°

39 Tighten the reinforcement to the subframe.

Tightening torque 65 Nm (50 lbf ft)

40 Tighten the steering gear retaining bolts.

Tightening torque 95 Nm (70 lbf ft)

41 Fit the wheels, see the section Rear, steps 17-21.
Lower the car.

42 Lower the engine on the rear engine pad and remove the lifting beam.

V6: Dismantle the lifting tool and its attachments from the engine.

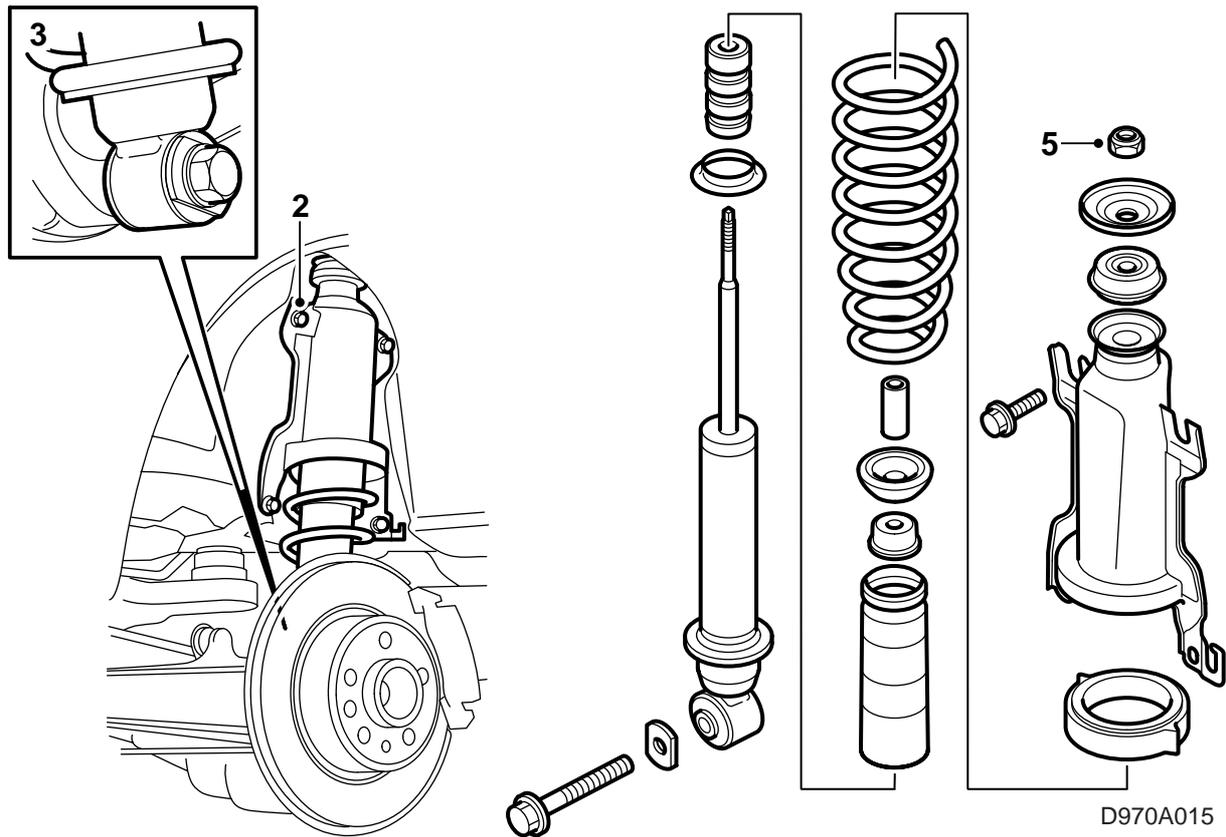
43 Tighten the rear engine pad to the subframe.

Tightening torque 25 Nm (20 lbf ft)

44 Tighten the rear engine pad to the engine mounting.

Tightening torque 50 Nm (35 lbf ft)

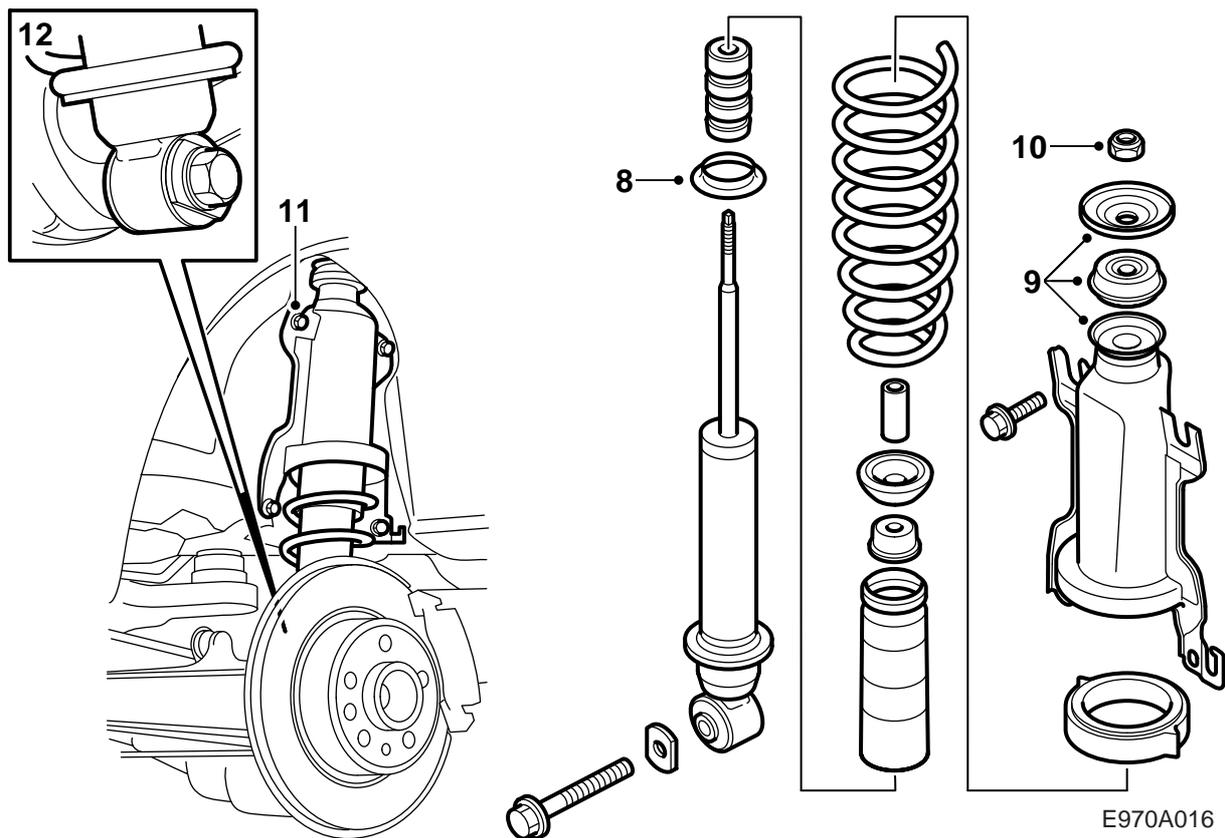
45 Replace the cover over the intake manifold.



Rear

The description concerns one side, but both sides should be changed.

- 1 Lift the car and remove the rear wheels.
- 2 Dismantle the spring bracket's lower screws and slacken the upper.
- 3 Remove the damper lower retaining bolt.
- 4 Lift out the spring assembly with damper.
- 5 Undo the damper lock nut without removing it completely (grip the piston rod).
- 6 Press down the spring bracket to relieve the damper and remove the centre nut, washer and rubber bush. Use spring compressor 88 18 791 if necessary.
- 7 Remove the shock absorber and spring.



- 8 Place the new bottom spacer ring (zinc spacer) on the new damper and continue with the new spring, the new bump stop with dust cover, the washer, the sleeve, the rubber bushing (with the colour marking face up) and the spring bracket.

Important

Make sure that the end of the spring goes in its recess in the upper spacer ring.

- 9 Compress the spring bracket to unload the shock absorber and then put on the rubber bushing (with the colour marking pointing upwards) and the washer. Screw on the new lock nut a few rotations (if necessary, use the spring compressor).
- 10 Tighten the damper lock nut (grip the piston rod).

Tightening torque 20 Nm (15 lbf ft)

- 11 Position the spring assembly, the spring bracket must be pushed upwards, and tighten the bolts.

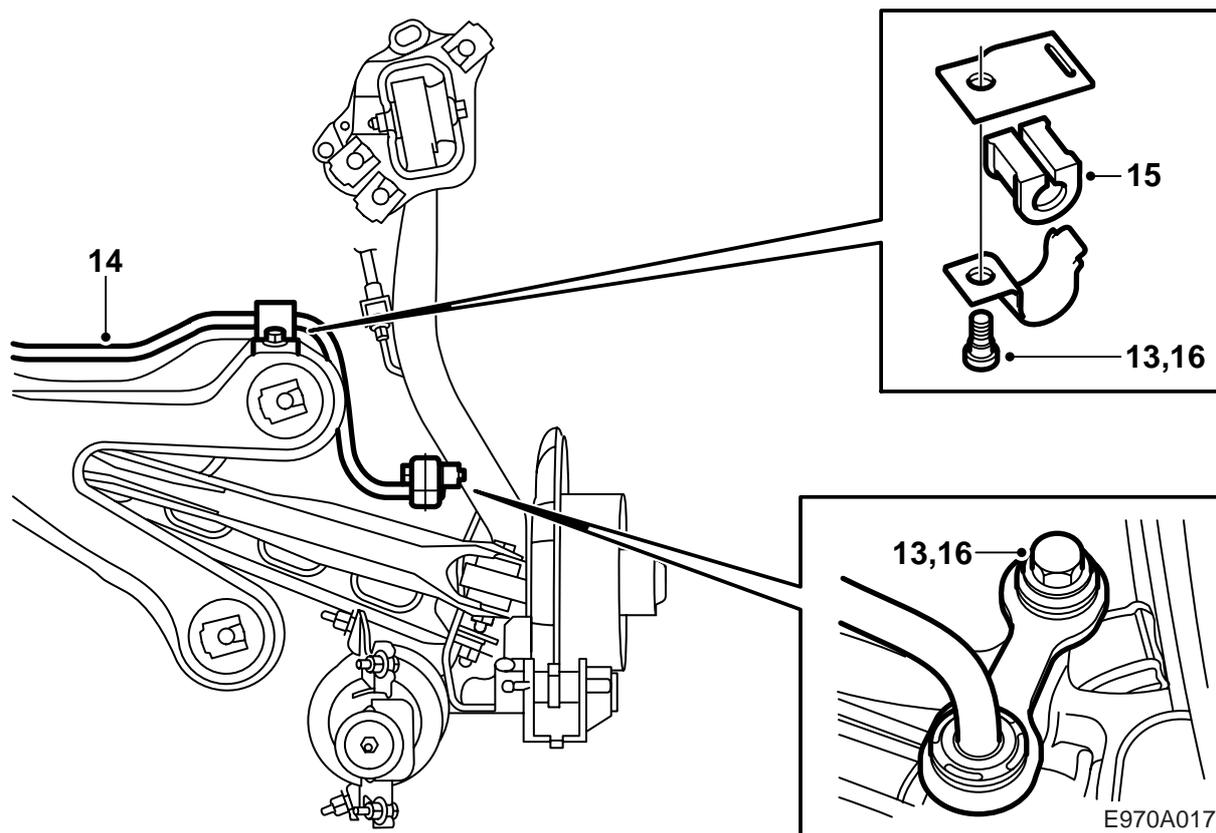
Important

Do not forget the protective washer on the rear lower bolt on the right-hand side.

Tightening torque 55 Nm (40 lbf ft)

- 12 Align the lower mounting of the shock absorber on the rear axle. Insert the bolt. Raise the steering swivel member using a pillar jack to approximately the same position as when the car is on its wheels. Tighten the bolt together with the washer in the kit.

Tightening torque 190 Nm (140 lbf ft)



- 13 Remove the bolts and nuts that hold the anti-roll bar.
- 14 Undo the clips securing the wiring harness to the ABS system wheel sensors and extract the anti-roll bar to the right while pulling down the exhaust pipe slightly.

Important

The rear exhaust pipe mountings must not be detached so that the exhaust pipe is left hanging freely as this can damage the front section.

Check the rubber mountings and change them if necessary.

- 15 Position the new anti-roll bar and fit it. Use the new nuts.
- 16 Tighten the bolts and nuts.
Tightening torque 50 Nm (40 lbf ft)
Fit the clips securing the wiring harness to the ABS system wheel sensors.
- 17 Clean all dirt and rust from the contact surfaces of the wheel and brake disc.
- 18 Apply white, high-pressure grease paste (part no. 30 06 442) to the hub.

Important

Make sure that no grease gets onto the contact surfaces of the wheel and brake disc.

- 19 **Aluminium wheels:** Oil the bolt threads and the conical surface of the bolts.

- 20 Position the wheel, fit the bolts and tighten alternately by hand so the wheel is centred.
- 21 Tighten the bolts in sequence twice.

Important

The wheel should be suspended freely during tightening.

Tightening torque:

aluminium rim 110 Nm (81 lbf ft)

pressed steel wheel 50 Nm +90° +90°, max. 110 Nm (37 lbf ft +90° +90°, max. 81 lbf ft).

Note

In order to avoid the bolts being tightened too hard when fitting pressed steel wheels the angle tightening must be carried out with a torque wrench set at 110 Nm (81 lbf ft). If the torque wrench indicates that 110 Nm (81 lbf ft) has been reached then the angle tightening must be stopped.

- 22 Lower the car.
- 23 Check the alignment of all 4 wheels (refer to WIS 6. Steering assembly, Steering linkage, Adjustment/Replacement, Wheel alignment) and adjust if necessary.