

**22: Replacing oil pan, B5202FS**

S70, 1997, B5202FS, M56, L.H.D, YV1LS4102V1409796, 409796

5/3/2017

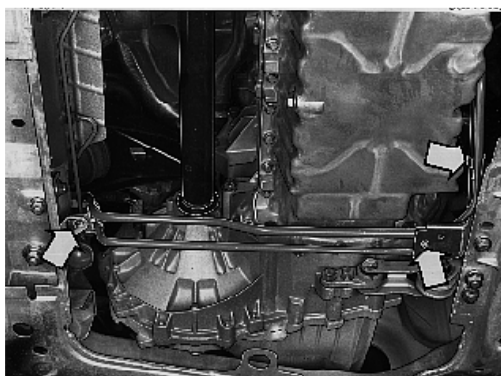
**PRINT****22: Replacing oil pan, B5202FS****Replacing oil pan****Preparations**

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

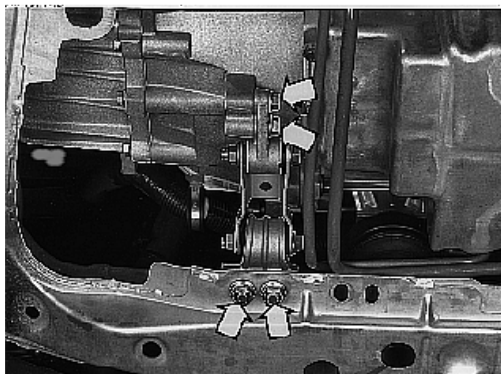
**Detach and remove:**

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

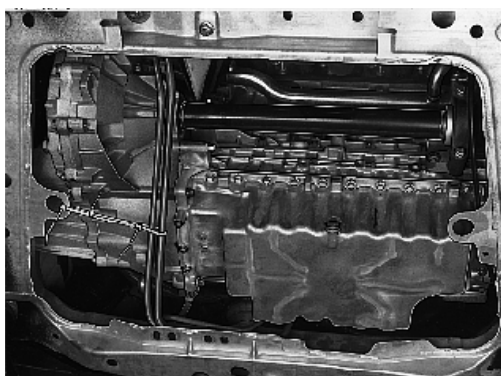
**Note! On the right-hand drive cars the pipe must be disconnected from the steering gear. Use container to collect oil.**

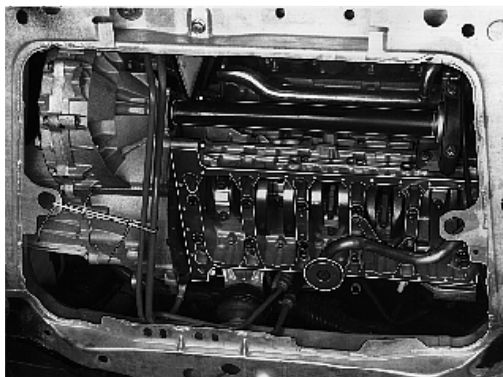
**Detach and remove:**

- 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 cable tie or similar to hold them in place. Detach the oil thermostat cover with the oil pipe if installed (the screws can be reached by bending the wing liner in the wheelhousing to one side). Remove all the oil pan screws except for one at each corner of the sump.





Use a suitable tool at the marked points to lever apart the joint so the liquid gasket releases. Remove the remaining screws and work the oil pan sideways down to the left.

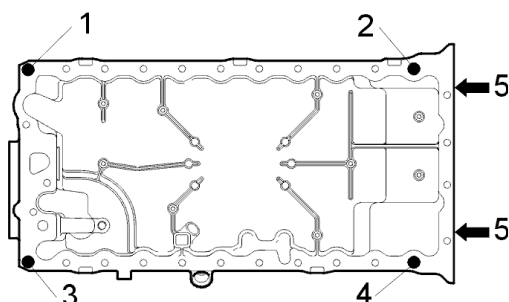
### Cleaning

Wipe off oil and remove any gasket residue from the engine surfaces using gasket solvent P/N **1161 340-3**. Scrape with a plastic scraper if necessary. Discard O rings and replace with new rings

**Note! There are two types of O ring.**

If the same oilpan is being installed it is cleaned in the same way and should be washed inside and out with degreasing agent and warm water.

### Installation of oil sump



Apply liquid gasket P/N **1161 059-9** using a short-bristle roller P/N **951 1205** on the sump. Oil pan is installed with all screws. **Do not tighten screws but let the oil pan sit loosely.**

Press the sump against the transmission and tighten screws (1), (2), (3) and (4) to **2-3 Nm**. Tighten the screws (5) between the oil pan and transmission to **48 Nm**. (Tighten screws to 25 Nm and then and to 48 Nm.)

All the oil pan screws (1, 2, 3, 4) are then tightened to **17 Nm**. (Tighten screws from rear and forward.)

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

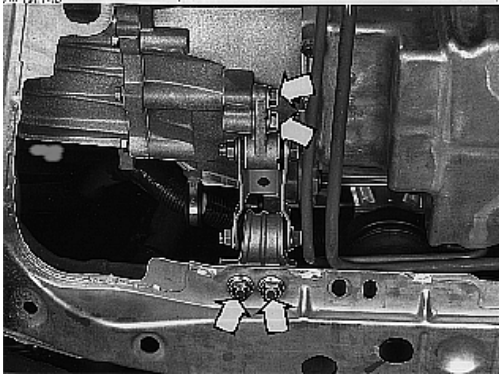
### Reinstall the torque rod

Install torque rod with **new** screws and torque to **35 Nm + 60°**, use bevel protractor 951 2050 .

**Note! Early version with M8 screw torque 18 Nm + 90°.**

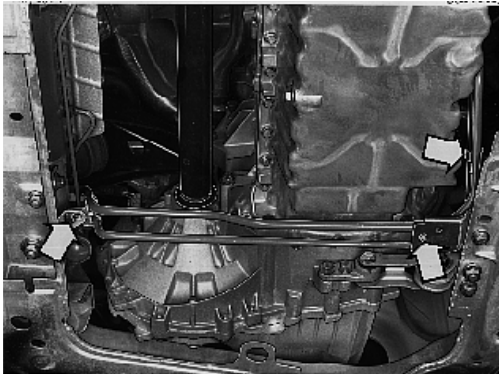
Screw the nuts into place with torque **65 Nm + 60°**.

**Note! The screws may be**



**reused only 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 pipe to the steering servo**



Remove the cable tie holding the oil pipes.  
 First reinstall the front clamp without tightening fully.  
 Reinstall both the others with their brackets and tighten the pipe clamp screws only when the pipes are correctly located in position.  
 Tighten the screw for the first clamp.  
 For right-hand drive cars the pipe is installed loosely in the steering servo using new O rings and is tightened in place when the clamps have been tightened fully.  
 Tighten nuts to **25 Nm**.  
 Install new oil filter (Older cars: Reinstall splashguard under engine) and lower car.  
 Top up engine oil level and reinstall the dipstick.

#### **Right-hand drive: Top up oil level in the servo reservoir and bleed the system**



Raise the car so that the front wheels are clear of the ground.  
 Top up oil in servo reservoir.  
 See technical specifications for oil type  
 Turn the steering wheel from lock to lock a few times and top up with oil.  
 Apply the handbrake and start the engine.  
 Check oil level during bleeding as below:

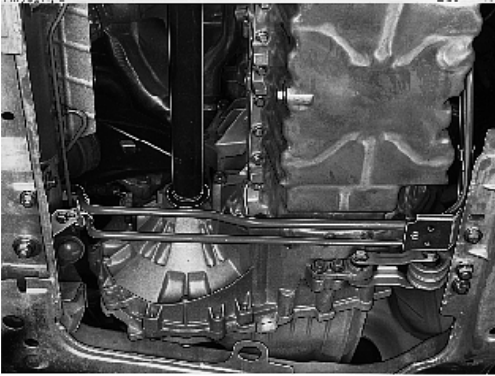
- **A.** Turn steering to the right, hold on full lock for 10 seconds.
- **B.** Turn steering to the left,

hold on full lock for 10 seconds.

Repeat operations **A** and **B** approximately 20 times.

**Check for leaks**

Raise car and check for oil leaks from the servo pipe and oil sump.



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