

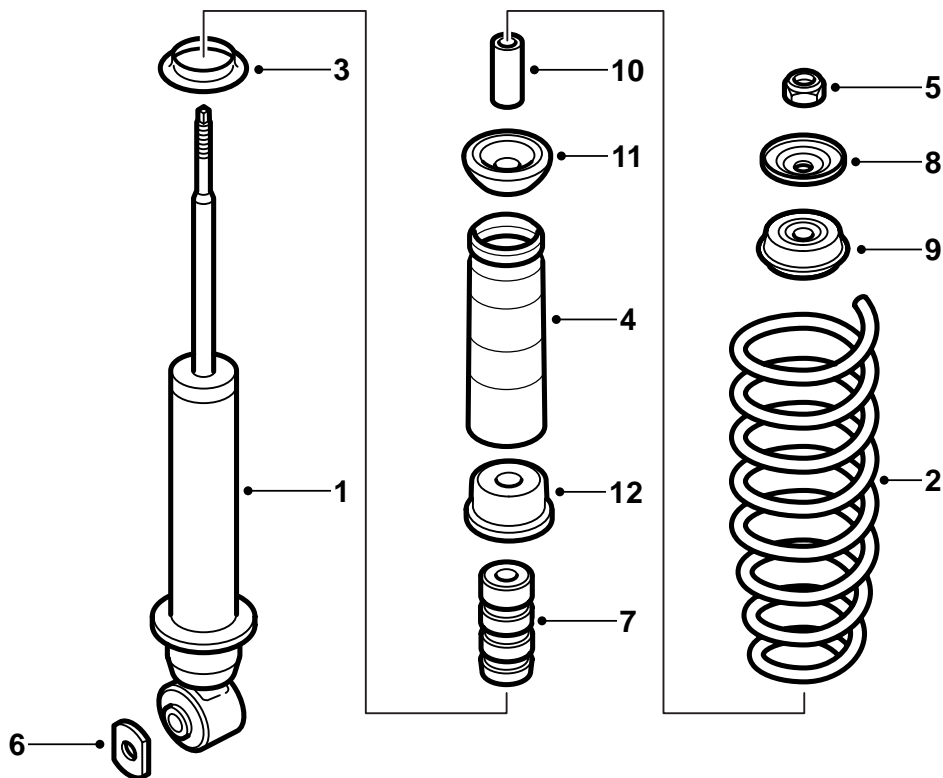


MONTERINGSANVISNING · INSTALLATION INSTRUCTIONS  
MONTAGEANLEITUNG · INSTRUCTIONS DE MONTAGE

## Saab 9-5 M02-

Level control

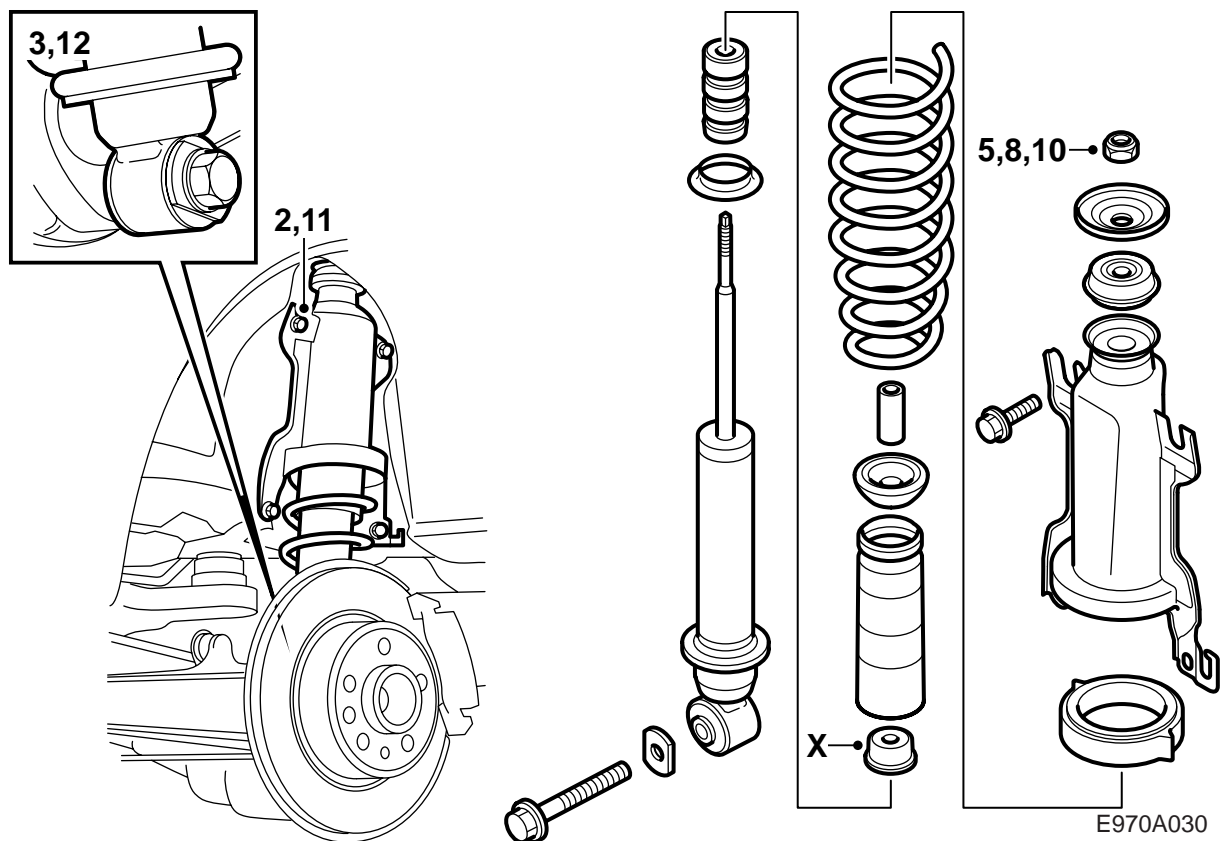
Accessories Part No.	Group	Date	Instruction Part No.	Replaces
32 025 653 32 025 654 32 025 655 32 025 656 400 131 223 400 131 231 400 131 249 400 131 256	7:61-08	Jun 05	52 38 811	52 38 811 Sep 04



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- 1 Damper (x2)
- 2 Spring (x2)
- 3 Spacer ring (x2)
- 4 Dust boot (x2)
- 5 Lock nut (x2)
- 6 Washer (x2)
- 7 Bump stop (x2)
- 8 Washer (x2)
- 9 Rubber bush (x2)

- 10 Sleeve (x2)
- 11 Rubber bush (x2)
- 12 Washer (x2)



- 1 Raise the car and remove the rear wheels.
- 2 Remove the spring bracket lower retaining bolts and loosen the upper slightly.
- 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 Fit the same washer (X) with the dust cover from the kit.
- 8 Place the spacer from the kit, the bump stop, the new spring, dust cover, rubber bush, upper spring spacer, sleeve and spring bracket onto the new shock absorber.

### Important

Make sure the end of the spring fits into the recess in the spacer ring.

- 9 Press down the spring bracket to relieve the damper and fit the rubber bush and the washer. Thread on the new lock nut (use the spring compressor if necessary).

- 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.

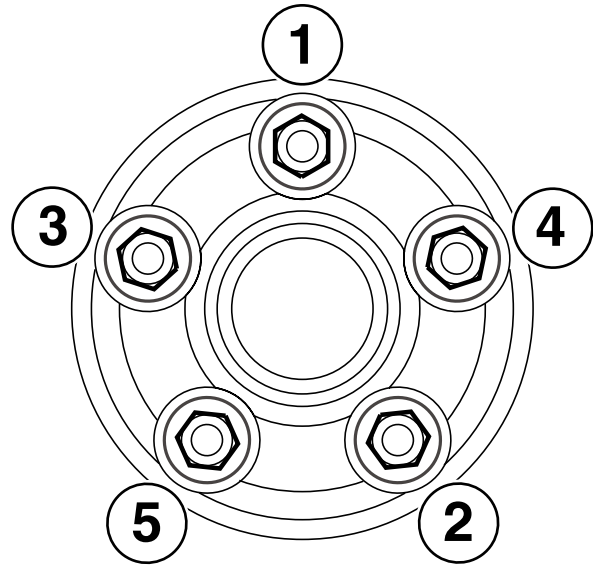
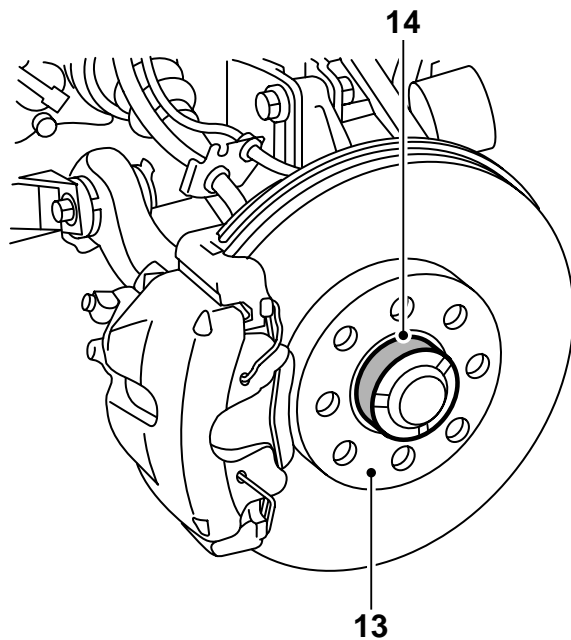
### Important

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

**Tightening torque 55 Nm (41 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 (141 lbf ft)**



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- 13 Clean all dirt and rust from the contact surfaces of the wheel and brake disc.
- 14 Apply white high-pressure grease (part no. 30 06 442) to the hub.

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### Important

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

- 15 **Aluminium wheels:** Oil the bolt threads and the conical surface of the bolts.
- 16 Position the wheel, fit the bolts and tighten these in sequence by hand to centre the wheel.
- 17 Tighten the bolts in sequence twice.

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### Important

The wheel should be freely suspended during tightening.

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#### 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.

- 18 Lower the car.

## Concluding work

**Cars with conventional headlights:** Check headlight alignment and adjust if necessary.

**Cars with xenon headlights:** Calibrate AHL as follows:

- The car must be standing level.
- The car must be unladen.
- Rock the car to ensure that all dampers are freed up.
- The handbrake must be released.
- The xenon headlights must be on.
- Connect the diagnostic tool and calibrate both AHL control modules. Check the function of the headlights and erase any DTCs.
- Check headlight alignment and adjust if necessary.