

Service Manual

Section 2 (25–29)

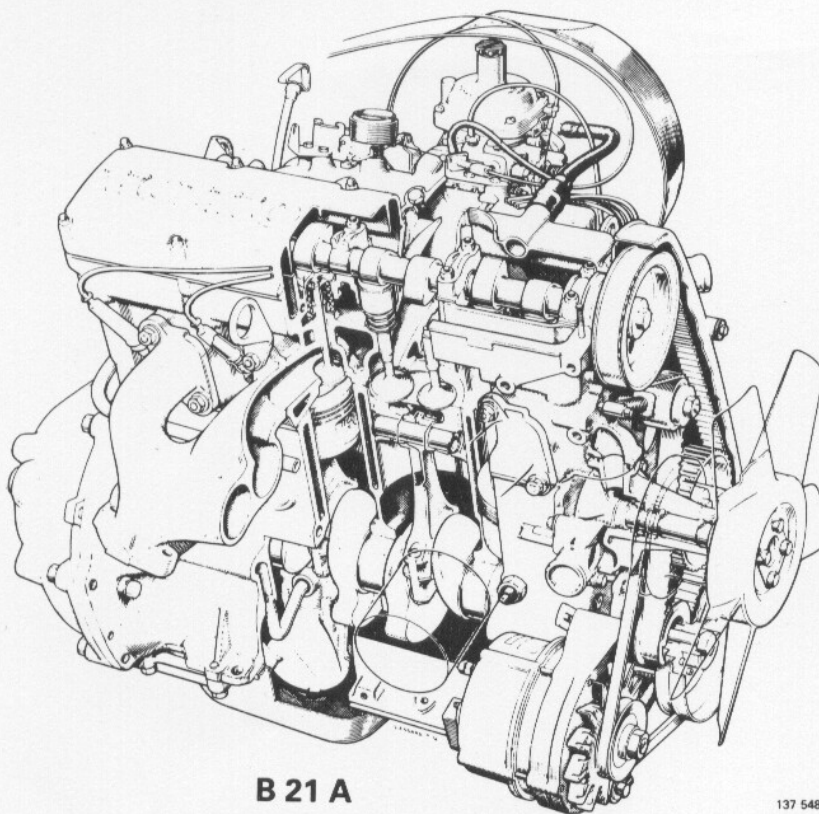
Engines B 17, B19,
B 21, B 23

240 1975–1985

Repairs and maintenance

VOLVO

B 17, B 19, B 21, B 23 engines

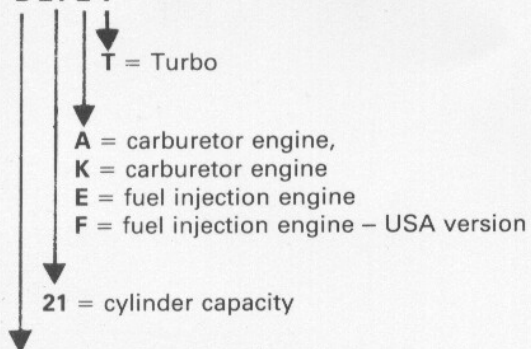


B 21 A

137 548

What do the designations mean?

B 21 E T



B 21 = basic engine

B 23 = a **B 21** with larger bore and higher compression ratio

B 19 = a **B 21** with smaller bore

B 17 = a **B 19** with shorter stroke

This manual covers the following engine types:

Engine type	Model year
B 17 A	1979–1984
B 19 A	1977–1984
B 19 K	1984
B 19 E	1977–1984
B 19 ET	1982–1984
B 21 A	1975–1984
B 21 E	1975–1983
B 21 ET	1981–1984
B 21 F-5 ¹	1976–1984 ³
B 21 F-8 ²	1982
B 21 F-9 ⁴	1981–1982
B 21 FT ⁵	1981–1985
B 23 A	1981–1984
B 23 E	1979–1984
B 23 F (LH-Jetronic)	1983–1984

Remarks

¹ B 21 F-5 = CI system with Bosch ignition system.

² B 21 F-8 = LH Jetronic injection system with Chrysler ignition system

³ Discontinued 1982 in USA & Canada.
 Superseded by B 21 F-8.

⁴ B 21 F-9 = CI system with Chrysler ignition.

⁵ Intercooler introduced as a running change on 1984 models during the spring of 1984.

Volvos are sold in versions adapted for different markets. These adaptations depend on many factors including legal, taxation and market requirements.

This manual may therefore show illustrations and text which do not apply to cars in your country.

Contents

	Page
Important	2
Specifications	2
Special tools	6
Group 25 Intake and exhaust systems	7
Group 26 Cooling system	78
Group 27 Engine controls	92

Index page 102

Order No.: TP 30163/2

This book supersedes the following service manuals:

Section 2 (25-29): Order No. TP 30163/1

Section 2 (25): Order No. TP 30296/1

TP 30163/2

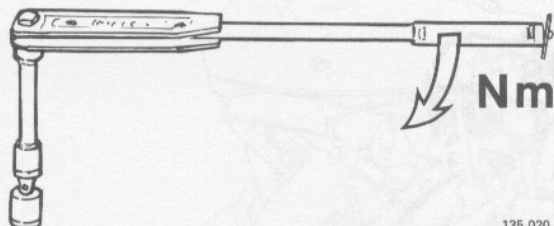
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We reserve the right to make modifications without prior notification

Important information



135 020

Torques

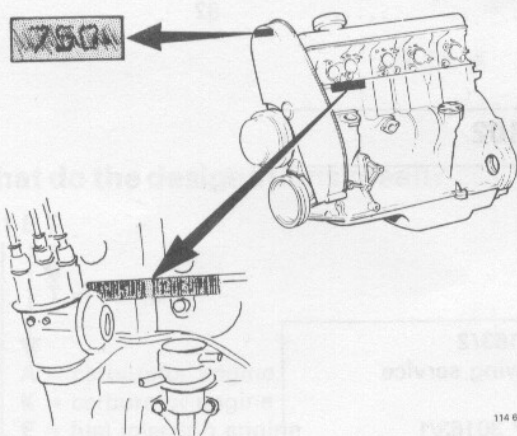
There are two types of torques specified in this book:

- I. Tightening torque **40 Nm (30 ft lb)** = given for parts which must be tightened with a torque wrench.
- II. Torque 40 Nm (30 ft lb) = nominal value, the parts need not necessarily be tightened with a torque wrench.

The specifications section includes torque only for those parts which must be tightened with a torque wrench.

Specifications

Group 20 General



114 651

Engine type designation, serial number, and part number

You will find this engraved on a plate on the left-hand side of the engine.

1977 models --: additional plate on timing gear cover, showing last three digits of part number.

Group 25 Intake and exhaust systems

TURBO ENGINES

Charge pressure

B 19/21 ET

	Checking	Setting
At 3,500 rpm full load	kPa 60–70 (lb/in ²) (8.5–9.9)	64–70 (9.1–9.9)

B 21 FT without intercooler

At 4,000 rpm full load	kPa 40–48 (lb/in ²) (5.7–6.8)	42–48 (6.0–6.8)
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B 21 FT with intercooler

At 3,000 rpm full load	kPa 50–58 (lb/in ²) (7.1–8.2)	55 (7.8)
------------------------------	--	-------------

Fuel enrichment**B 19/21 ET**

Control pressure (warm engine) at zero charge pressure (idling)	345–375 kPa (49–53 lb/in ²)
at charge pressure 45 kPa (6.4 lb/in ²)	265–295 kPa (38–42 lb/in ²)

B 21 FT

Pressure contact blocks the Lambda-sond system at a charge pressure of	20.3 kPa (2.9 lb/in ²)
--	---------------------------------------

Pressure sensor**B 19/21 ET**

Cut-out pressure, approx.	85–95 kPa (12.1–13.5 lb/in ²)
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B 21 FT

Cut-out pressure, approx.	65–75 kPa (9.2–10.7 lb/in ²)
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B 21 FT with intercooler

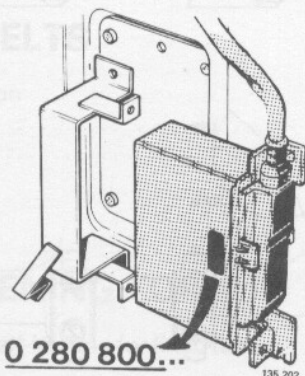
Cut-out pressure, approx.	100–110 kPa (14.2–15.6)
---------------------------	----------------------------

Ignition retardation**B 19/21 ET**

At charge pressure 30 kPa (4.3 lb/in ²)	3–7°
---	------

B 21 FT

At charge pressure 36 kPa (5.1 lb/in ²)	6–10°
---	-------

LAMBDA-SOND SYSTEM**Control unit**

Different control units are used depending on the year and engine type. These are identified by the number on the cover (last three figures).

Engine design	B 212F				B 21 FT	
	1977-79	1980	1981	1982-84	1981	1982-85
Control unit, Volvo number	1219143-3	1276721-6 ⁴	1276879-2	1306411-8	1276896-6	1306412-6
Bosch No. (last 3 figures)004	...021	...033	...053	...034	...052
Frequencies, disconnected Lambdasond	51-57°	51-57°	51-57°	51-57°	42-48°	42-48°
Thermal switch connected to ground ¹				54°		64-70°
Pressure differential switch connected to ground ²						82°
Pressure switch, connected to ground ³					64-70°	64-70°

Notes:

¹ Thermal switch introduced 1982

² Pressure differential switch only on B 21 FT 1984-1985

³ Pressure switch only on turbo engines

⁴ Replaced by 1276879-2 as spare part

TORQUES

	Nm	ft. lb
Lambda-sond	55	41
Apply "Never-Seez" (detail No. 1161 035-9) on all the threaded parts of the sond		
Retaining nuts, front exhaust pipe to turbo*	25	18
Retaining bolts, turbine housing*	20	15
compressor housing**	18	13
Rear housing (with wastegate)*	20	15

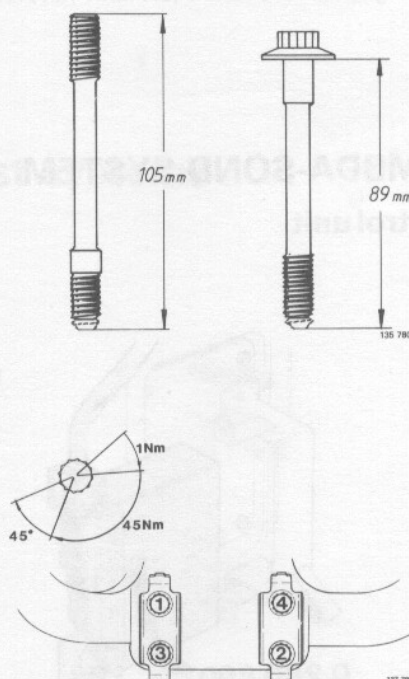
* Use anti-seize compound (part No. 1161035-9) on the bolts and nuts

** Use new bolts. In an emergency, the old bolts may be used if they are smeared with thread sealer (part No. 1161053-2).

Retaining nuts, turbocharger to manifold:

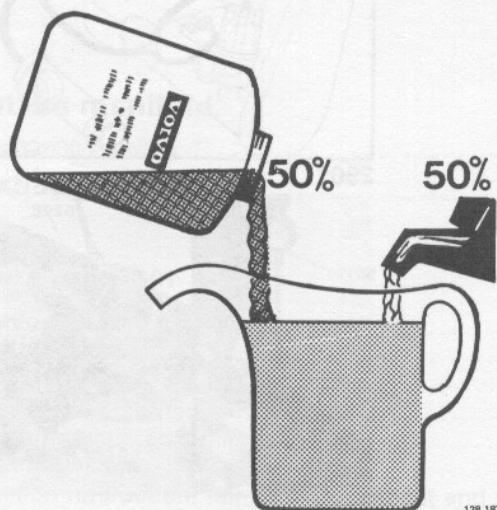
- Measure the length of the bolt, replace bolts if necessary.
The bolts may be used as long as they are no longer than **89 mm** (3.50 in) and **105 mm** (4.13 in) respectively.
- Lubricate the threads and contact surfaces of the bolts with installing paste 1161078-9.
- Install a **new** securing plate.
- Tighten the bolts in three stages according to the illustration.

Stage I = 1 Nm (9 in lb)
II = 45 Nm (33 ft lb)
III = 45°



Group 26 Cooling system

GENERAL



Since aluminum is used in the engines, active corrosion protection is necessary in the coolant to help prevent corrosion damage.

Use genuine Volvo coolant type C (**blue-green**) diluted with clean water in proportions of 50/50. This mixture helps to prevent corrosion and frost damage.

- Never top-up the cooling system with water alone. Use genuine Volvo coolant diluted with clean water in proportions of 50/50.
- The coolant should be changed regularly since the corrosion-protective additives in the coolant lose their effectiveness in time.

Capacity, manual gearbox	9.5 litres (10 US qts)
with automatic transmission	9.3 litres (9.8 US qts)

EXPANSION TANK

The pressure valve in the cap opens at:

excess pressure	65–85 kPa (9.2–12.1 lb/in ²)
partial vacuum	7 kPa (1.0 lb/in ²)

THERMOSTAT

	Model 1	Model 2	Model 3
Marking	82	87	97
Starts to open at	81–83°C	86–88°C	91–93°C
Fully open at	92°C	97°C	102°C

FAN BELTS

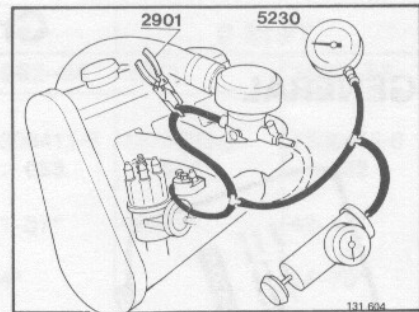
Designation	
model 1	HC 38x925
model 2	HC 38x913

TIGHTENING TORQUE

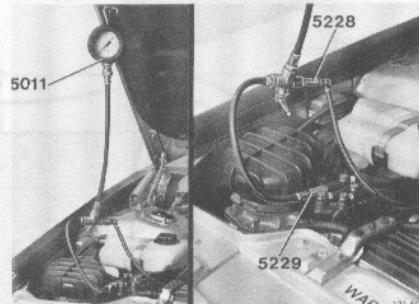
Fan bolt, self-locking for fixed fan	9 Nm (7 ft.lb)
--	----------------

Special tools

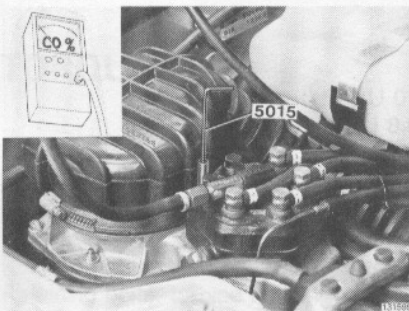
999	Description
2901-0	Tongs: for pinching hose
5011-5	Pressure gauge: for measuring control pressure
5015-6	Allen Key: for adjusting CO
5151-9	Connection: checking CO (Lambda-sond system)
5170-9	Test relay: checking the Lambda-sond system
5228-5	Nipple: for connecting 5011
5229-3	Nipple: for connecting 5011
5230-1	Pressure gauge: for measuring charge pressure etc.
5250-9	Key: removing/installing Lambda-sond.



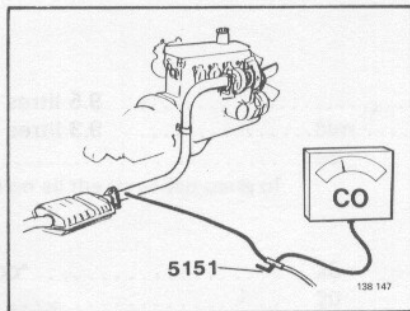
2901



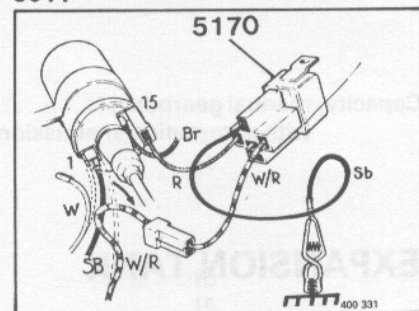
5011



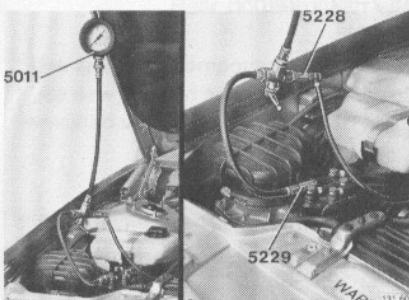
5015



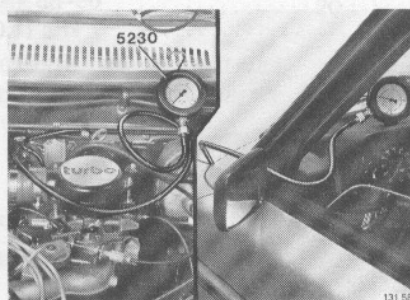
5151



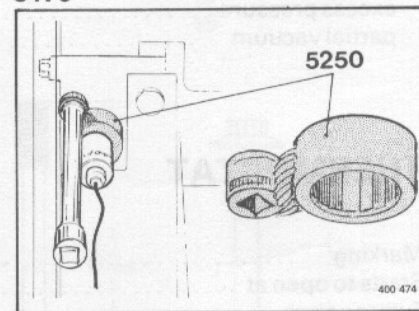
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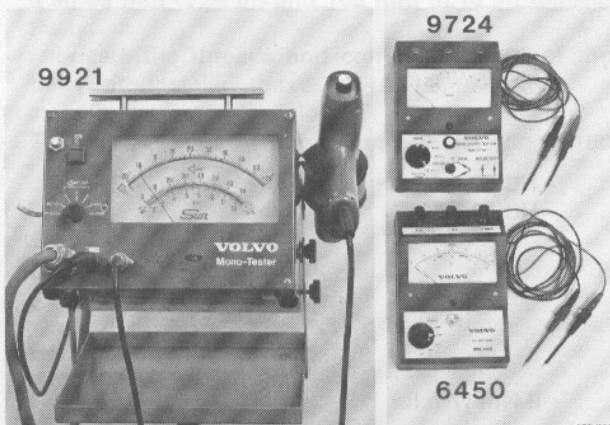
5228, 5229



5230



5250



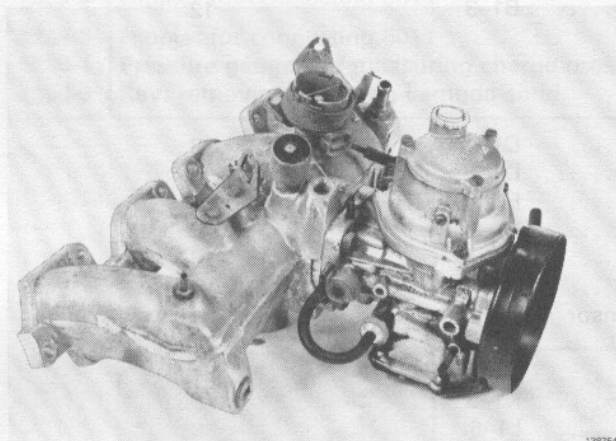
For trouble-shooting of the Lambda-sond system the following items are also needed:

- rev counter and dwell meter, for example Volvo Mono-Tester 999 9921-1
- Ohmmeter, for example Volvo ohmdiode meter 999 9724-0
- Test lamp and voltmeter, for example Volvo Volt-Amp meter 999 6450-4.

Group 25 Intake and exhaust systems

	Operation	Page
Intake manifold		
Removing/installing	A1-9	8
Exhaust manifold	B1-3	12
 Turbocharger		
Important information	C1-4	13
Trouble-shooting	D1	14
Routing of fuel lines	E1	15
Charge pressure, checking/adjusting	F1-9	16
Pressure actuator, replacement	G1-4	18
Control system for charge pressure	H1-10	19
Ignition retardation, full-load enrichment and pressure sensor		
B 19/21 ET	I1-8	22
B 21 FT	J1-7	24
Wastegate, replacing	K1-9	26
Modifications	L1-6	28
Quick check	M1	30
Removing, cleaning/checking, installing	N1-40	30
Clips, pressure hoses	O1-2	40
Installing mounting bracket on earlier models	P1-12	41
Exhaust pipe and muffler	Q1-2	44
Crankcase ventilation	R1-9	45
Catalytic converter	S1-3	48
Air pump	T1-6	49
Pulsair system	U1-7	51
Exhaust gas recirculation (EGR)		
On/off system	V1-11	53
Stepless system, A engines	X1-3	56
F engines model 1	Y1-14	57
E/F engines, models 2 & 3	Z1-11	61
Cleaning (all systems)	AA1	64
Resetting warning lamp (F engines)	AB1	65
 Lambda-sond system		
Positioning of components	AC1	66
Connection of vacuum hoses	AC2	67
Wiring diagram	AC3	67
General	AC4-5	68
Fault symptoms	AC6	69
Trouble-shooting (checking the system)	AC7-42	69
Lambda-sond, checking/replacing	AD1-3	77

A. Intake manifold



A engines

Removal

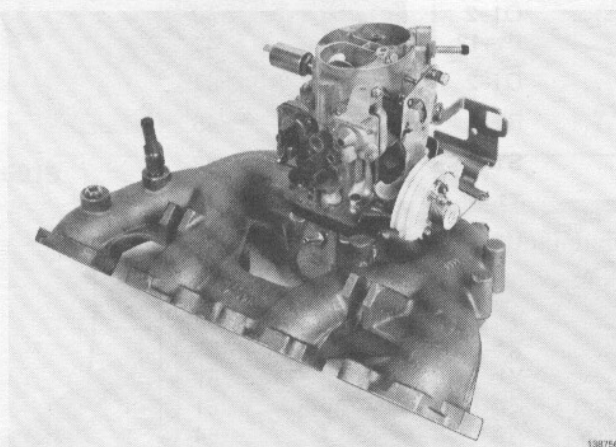
A1

Drain the coolant

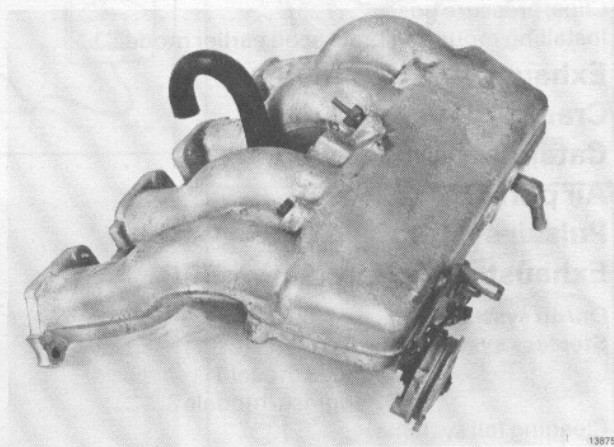
The level must be below the inlet pipe.

A2

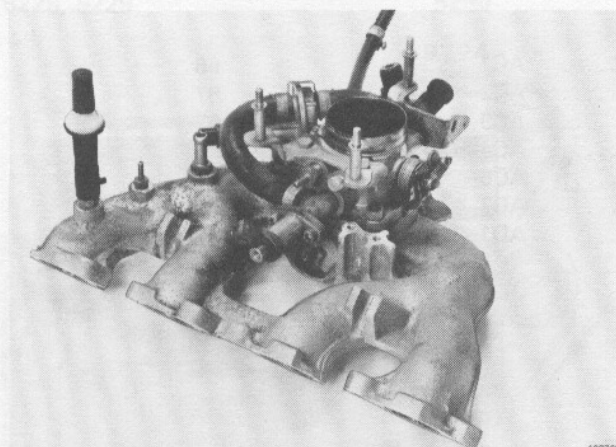
Remove the inlet pipe



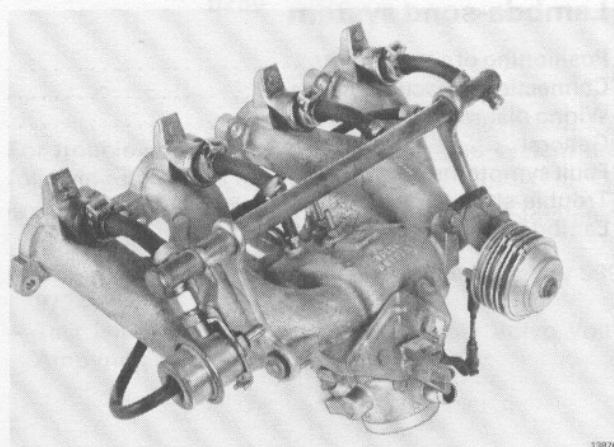
K engines



E/F engines

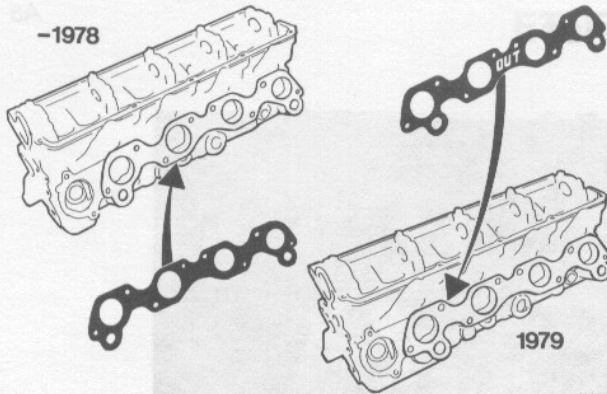


ET/FT engines



F engines with LH jetronic fuel system

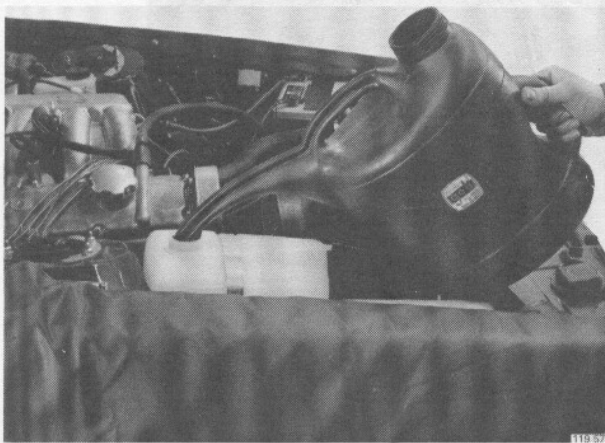
A3

**Installing**

Use new gaskets. **NOTE!** Early- and late-production types. The early production version is not reversible and must be fitted with the OUT marking facing outwards (see illustration). On the late production cylinder head (1979-) only a late production gasket can be used.

NOTE!

New inlet pipes of latest models have some unthreaded holes. Use self-tapping bolts in these holes.

**Installing the inlet pipe****Operation**

A engines, see	A4
K engines, see	A5
E/F engines, see	A6
ET/FT engines, see	A7
F engines with LH-jetronic fuel system	A8

A9

Fill with coolant

Close the cock on the lefthand side of the engine. Fill the expansion tank up to max. with genuine Volvo coolant, diluted with clean water. Mixing proportion: 50/50.

Run the engine until warm, check for leakage and, if necessary, top up with coolant.

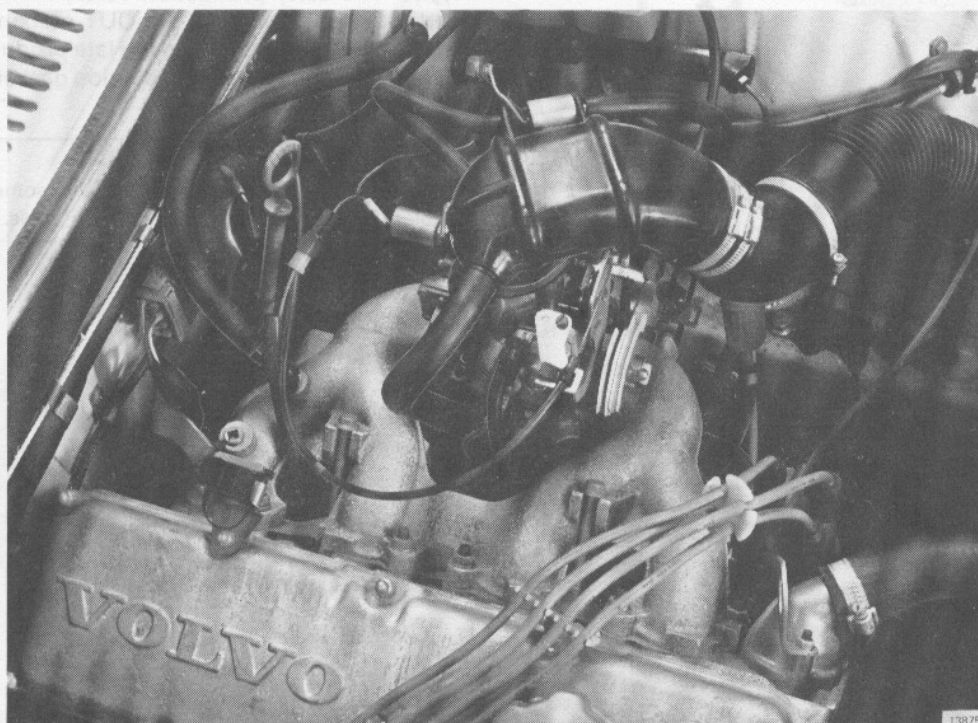
A engines

A4



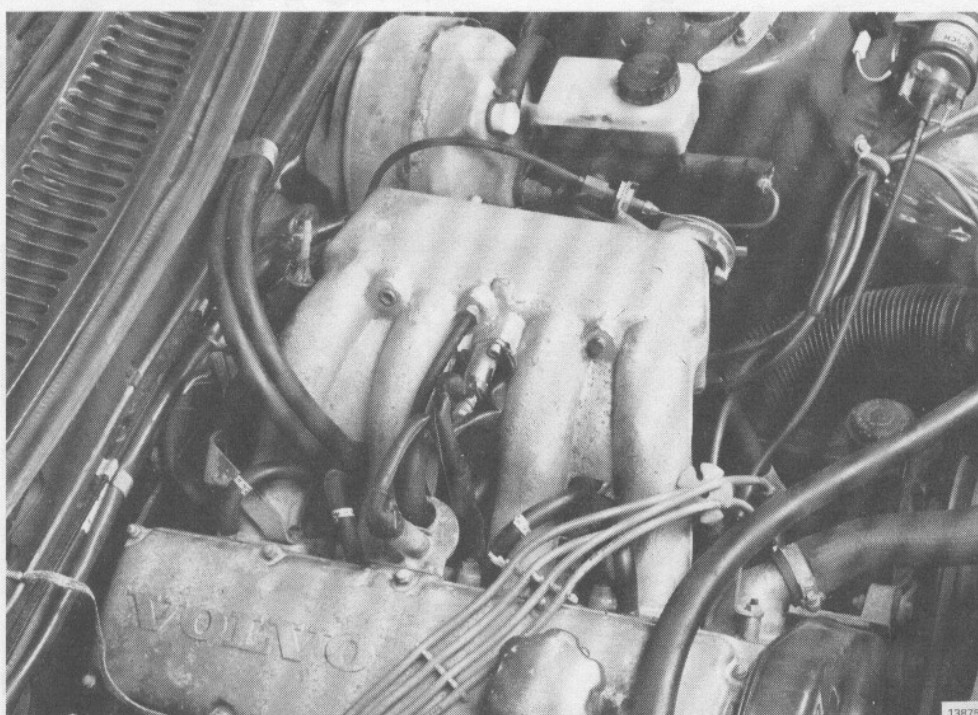
K engines

A5



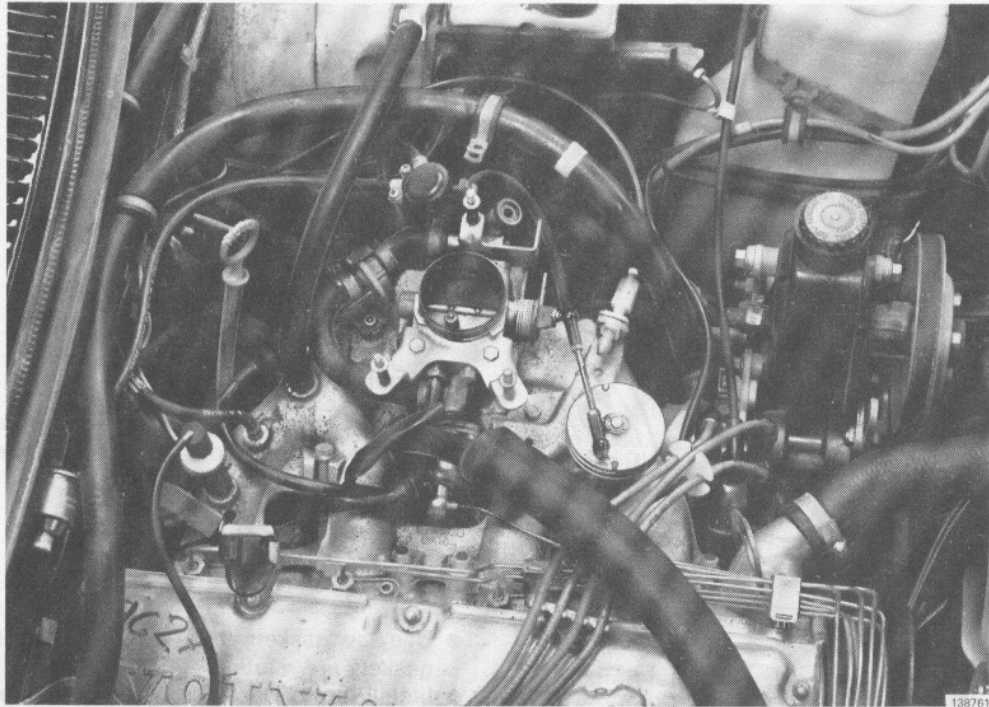
E/F engines

A6



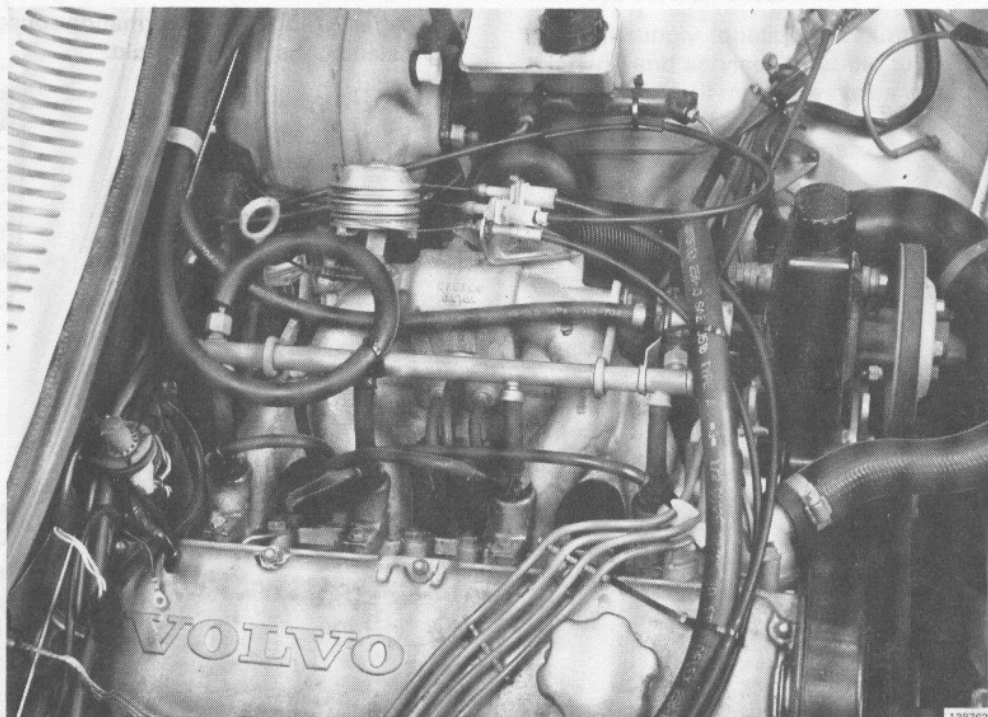
ET/FT engines

A7

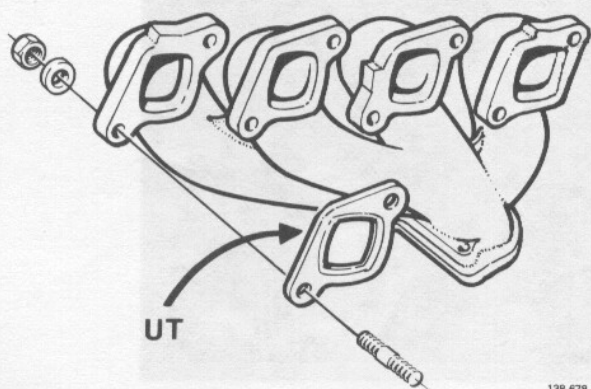


F engines with LH jetronic fuel system

A8



B. Exhaust manifold



B1

Removing

- Remove the exhaust pipe from the manifold.
- Remove the manifold from the cylinder head.

B2

Installing

- Use new gaskets when installing. The outside of the gaskets are marked "UT".
- Install the manifold on the cylinder head.
- Install the exhaust pipe on the exhaust manifold.

B3

Turbo engines

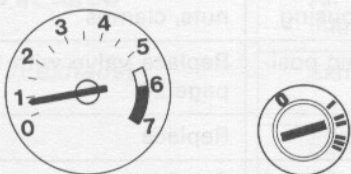
See pages 30 and 36 for information concerning removing/installing exhaust manifold.

C. Turbo, important information

C1

Never race an engine directly after start

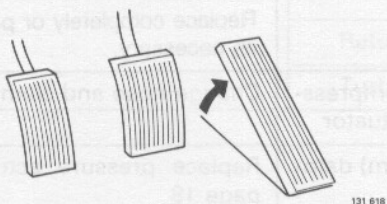
Allow it to idle for a while to ensure the turbocharger is lubricated.



C2

Allow the engine to idle before switching off

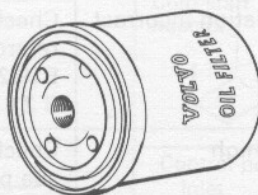
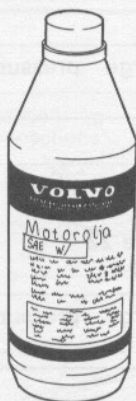
If the engine is switched off at high revs the turbocharger will rotate for a long time without lubrication. Idling for a short time before switching off also helps to reduce turbocharger temperature.



C3

Ensure oil and filter changes are carried out at the correct service intervals

The oil supply (quality and purity) is essential to the working and service life of the turbocharger. The correct grade of oil must always be used and precautions taken to prevent the ingress of dirt etc. into the oilways during servicing operations.

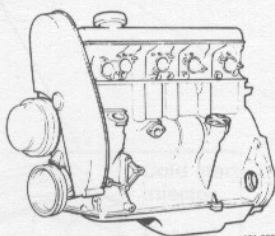
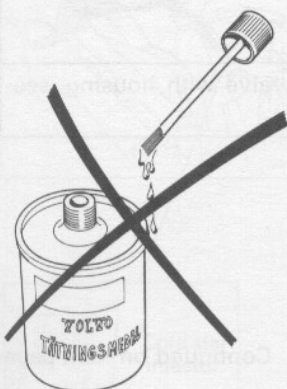


131 620

C4

Do not use sealers when repairing the engine

If a sealant is used it may enter the lubrication system and block the oilways to the turbocharger.



131 623

D. Turbo, trouble-shooting

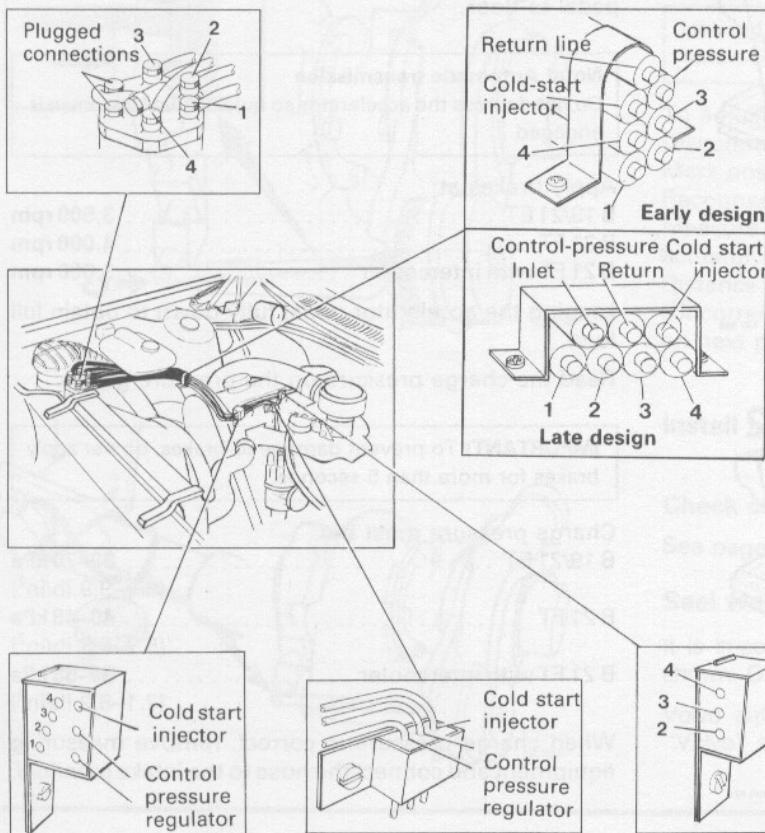
Fault <i>Symptom</i>	Reason	Check/remedy
Charge pressure too low <i>Low output Boost pressure gauge reading low</i>	Air cleaner clogged	Replace air cleaner insert
	Throttle control incorrectly adjusted	Adjust
	Engine fault (low compression, incorrect valve clearance, poor fuel supply)	Check and remedy as required
	Leakage between compressor housing and cylinder head or between cylinder head and turbine housing	Replace damaged gaskets, connections etc. Tighten screws, nuts, clamps
	Wastegate valve stuck in open position (fully or partly)	Replace valve with housing, see page 26
	Exhaust system partly blocked	Replace
	Charge pressure incorrectly adjusted	Check/adjust charge pressure, see page 16
	Turbocharger faulty	Replace completely or partially as necessary.
Charge pressure too high <i>The engine knocks at high output Boost pressure gauge pointer moves into red sector Pressure sensor cuts out (engine stops)</i>	Leakage in hose between compressor housing and pressure actuator	Change hose and clamps
	Pressure actuator (diaphragm) damaged	Replace pressure actuator, see page 18
	Wastegate valve stuck in closed position	Replace relief valve with housing, see page 26
	Charge pressure incorrectly adjusted	Check/adjust charge pressure, see page 16
Engine knocks	Fuel not suitable, (octane too low)	Change fuel
	Ignition setting/retardation incorrect	Check/adjust ignition setting & retardation. B19/21 ET, see page 22 B 21 FT, see page 24
	Charge pressure too high	Check/adjust charge pressure, see page 16
Metallic noise from wastegate valve	Preheating plates loose or cracked	Replace, tighten
	Housing for wastegate or exhaust pipe loose	Tighten
	Wastegate valve loose in guide	Replace valve with housing, see page 26

Continued on next page

Fault Symptom	Reason	Check/remedy
Noise or vibrations from turbocharger	Preheating plates loose or cracked	Replace, tighten
	Leakage in intake or exhaust system	Tighten loose connections, replace gaskets, seals etc.
	Poor lubrication of turbocharger	Check oil pressure and oil flow to turbo. If fault remains after remedial measures, replace turbo
	Imbalance on turbo shaft, turbine wheel or compressor wheel because of damage	Replace turbo
Oil leakage at turbo shaft seals <i>Oil smoke in exhaust gases</i>	Air cleaner clogged (oil leakage on inlet side gives white smoke)	Replace air cleaner insert
	Exhaust system loose or leaking	Tighten or replace system
	Excessive pressure in crankcase	Clean crankcase ventilation, see page 45 Check the crankcase ventilation hose, see page 46
	Return oil pipe clogged	Clean the return oil pipe
	Turbo shaft seals damaged	Replace turbocharger

E. Turbo, routing of fuel lines

E1



Clean the connections carefully before loosening the lines. Make sure that the lines do not rub against anything.

F. Turbo, charge pressure, checking/adjusting

Special tool: 5230

Important! Excessively high charge pressure can cause serious damage to engine.

F1

Disconnect the solenoid valve
(Applies only to B 21 FT with intercooler)

Separate the connector.

F2

Connect test equipment

Connect pressure gauge **5230** between charge air over-pressure switch hose and nipple on intake manifold.

Place pressure gauge on dashboard.

F3

Run engine until warm

(Test drive).

F4

Measure charge pressure

Drive in third gear (second gear with automatic transmission) at approximately 1,500 rpm.

Accelerate to full throttle by depressing the accelerator pedal to floor.

Note! Automatic transmission

Do not depress the accelerator so quickly that kick-down is engaged.

Apply brakes at:

B 19/21 ET **3,500 rpm**

B 21 FT **4,000 rpm**

B 21 FT with intercooler **3,000 rpm**

keeping the accelerator pedal fully down to obtain full load.

Read the charge pressure on the pressure gauge.

IMPORTANT! To prevent damage to brakes, do not apply brakes for more than 5 seconds.

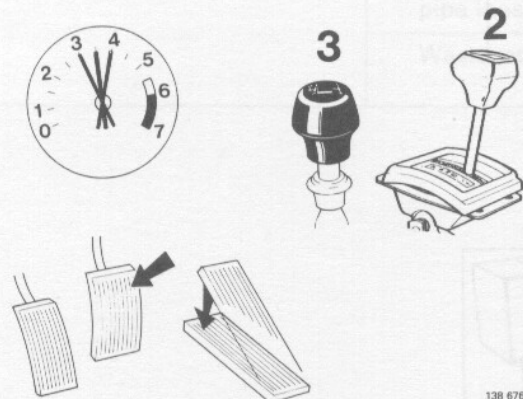
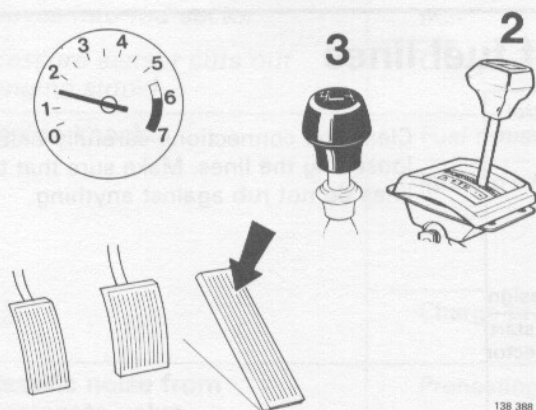
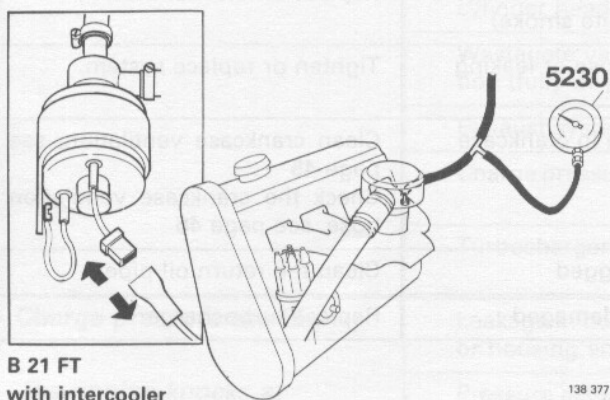
Charge pressure must be:

B 19/21 ET **60–70 kPa**
(8.5–9.9 lb/in²)

B 21 FT **40–48 kPa**
(5.7–6.8 lb/in²)

B 21 FT with intercooler **50–58 kPa**
(7.1–8.2 lb/in²)

When charge pressure is correct, remove measuring equipment and connect the hose to the intake manifold.



Adjusting charge pressure

Operation F5–9

Note! Wastegate actuator of early design cannot be adjusted. It is sealed by riveting the adjusting sleeve to the link rod. If faulty, the actuator must be replaced; see page 18.

F5

Adjust charge pressure

Remove the seal and the circlip. Adjust pressure by turning the sleeve on the link rod.

IMPORTANT! Do not turn the link rod as this may damage the diaphragm in the actuator.

One turn of the sleeve gives a pressure change of approx. 2 kPa (0.3 lb/in²).

If the sleeve is turned:

- **in, the charge pressure increases**
- **out, the charge pressure decreases.**

B 19/21 ET **64–70 kPa**
(9.1–9.9 lb/in²)

B 21 FT **42–48 kPa**
(6.0–6.8 lb/in²)

B 21 FT with intercooler **55 kPa**
(7.8 lb/in²)

F6

Check basic position of link rod

Link rod travel must be between 2–6 mm (0.08–0.24 in) to obtain correct operating function.

To adjust:

Disconnect rod sleeve from lever.

Mark position of rod at wastegate actuator.

Reconnect sleeve to lever.

Measure distance between mark and wastegate actuator.

Distance = **2–6 mm** (0.08–0.24 in).

If incorrect, replace wastegate actuator, see instructions on next page.

F7

Install new circlip

F8

Check charge pressure

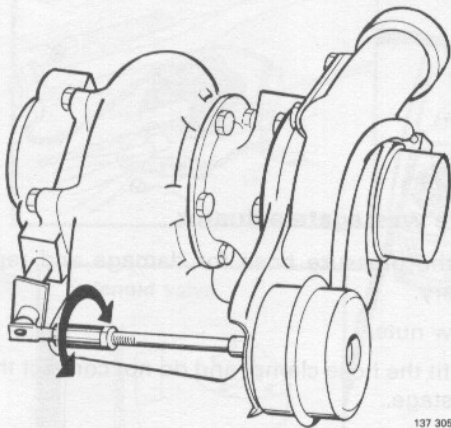
See page 16.

F9

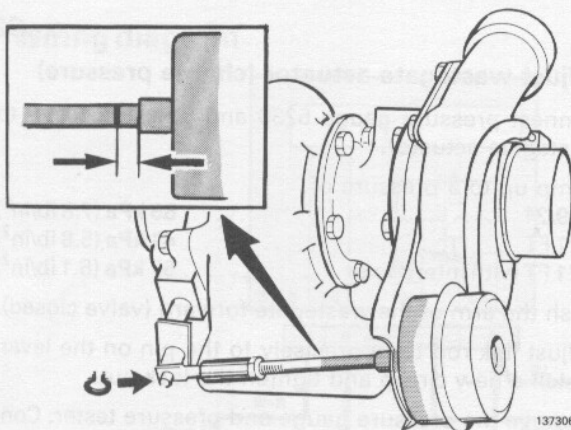
Seal wastegate actuator

It is important to wind wire tightly around the sleeve as shown. Otherwise seal will loosen due to vibrations.

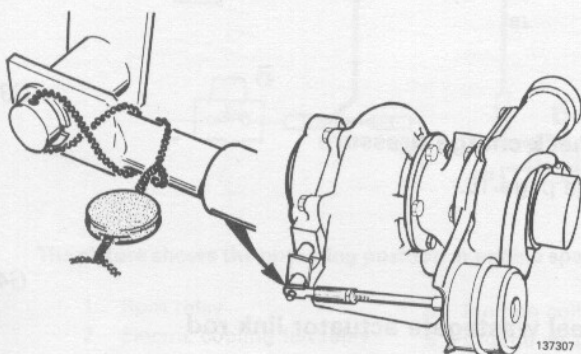
Volvo anti-tamper seal tongs, part No. 9986408-4 have "Volvo" stamped on grips.



137305



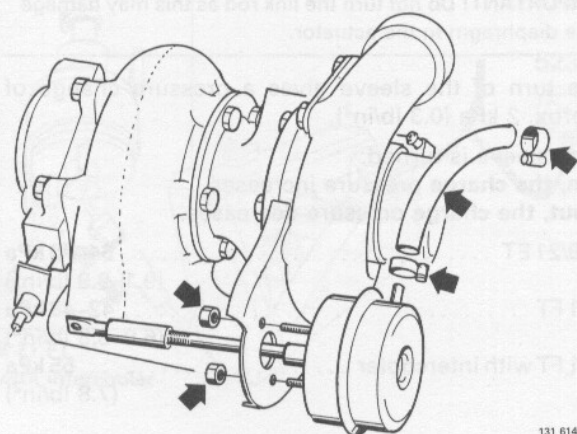
137306



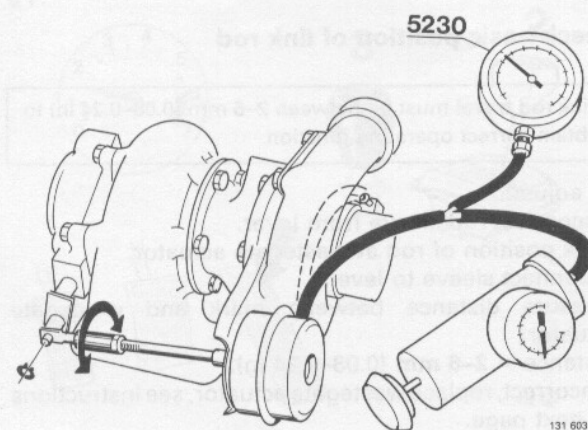
137307

G. Turbo, replacement of wastegate actuator

Special tool: 5230



131 614



131 603

G1

Replace wastegate actuator

Check the pressure hose for damage and replace if necessary.

Use new nuts.

Do not fit the hose clamp, and do not connect the hose at this stage.

G2

Adjust wastegate actuator (charge pressure)

Connect pressure gauge 5230 and pressure tester to wastegate actuator.

Pump up to a pressure of:

B 19/21	55 kPa (7.8 lb/in ²)
B 21 FT	41 kPa (5.8 lb/in ²)
B 21 FT with intercooler	57 kPa (8.1 lb/in ²)

Push the arm of the wastegate forward (valve closed).

Adjust link rod to fit precisely to the pin on the lever. Install a new circlip and tighten the lock nut.

Remove the pressure gauge and pressure tester. Connect the pressure hose (hose clamp).

G3

Check charge pressure

See page 16.

G4

Seal wastegate actuator link rod

See page 17.

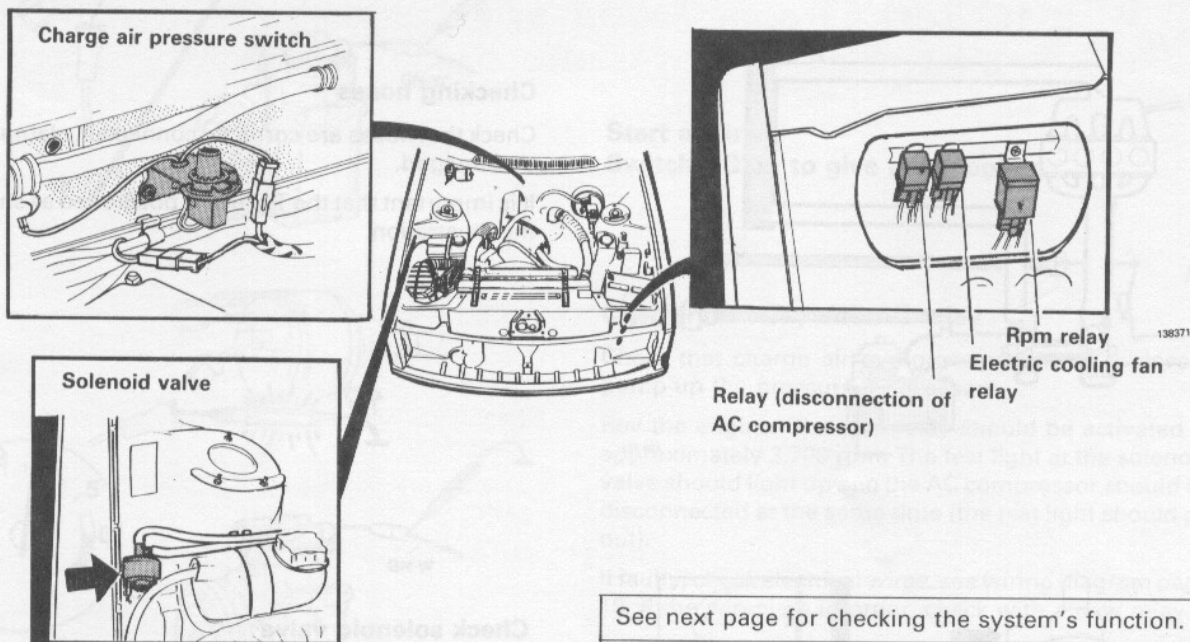
H. Control system for charge pressure

Only B 21 FT with intercooler

Special tool: 5230

Positioning of components (factory-installed intercooler)

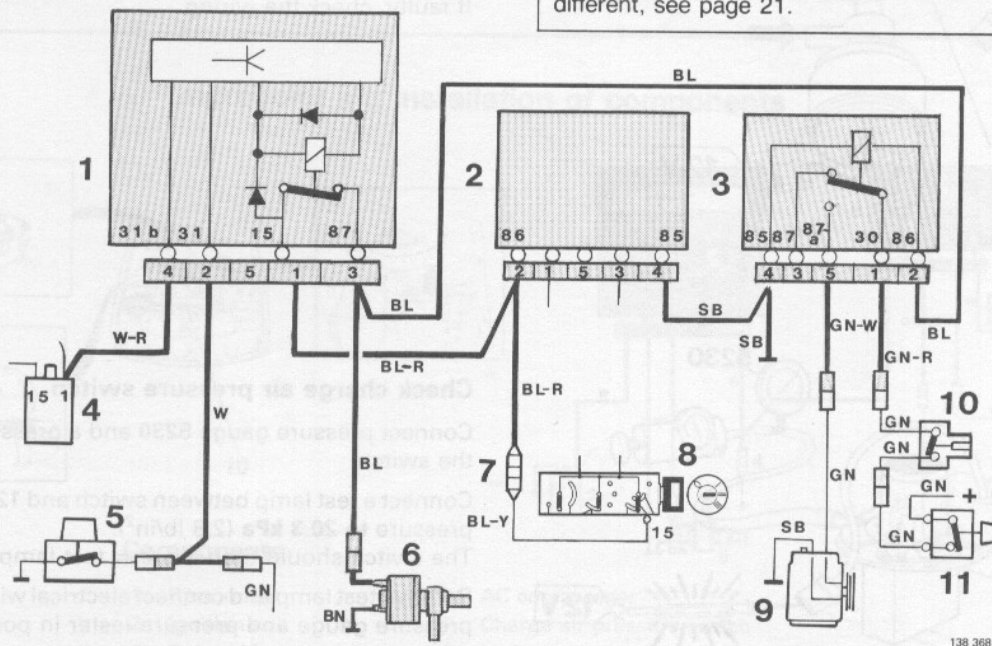
H1



Wiring diagram

NOTE! On cars equipped with intercooler kits the electrical connections and placing of the components are different, see page 21.

H2

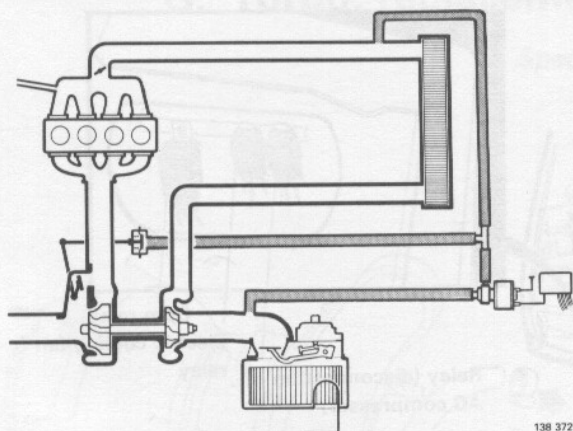


The picture shows the operating position at engine speeds exceeding 3,700 rpm and charge pressure exceeding 20 kPa (2.8 lb/in²)

- | | | | |
|--|------------------------------|-----------------|-----------------------------------|
| 1 Rpm relay | 4 Ignition coil | 7 Fuse No. 13 | 10 Low pressure switch (in dryer) |
| 2 Electric cooling fan relay | 5 Charge air pressure switch | 8 Ignition | 11 Switch (circuit closed) |
| 3 Relay (disconnection of AC compressor) | 6 Solenoid valve | 9 AC compressor | |

Checking system function

Operations H3–9

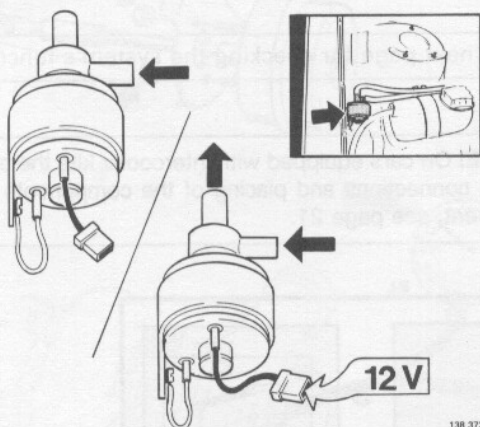


H3

Checking hoses

Check that hoses are correctly connected, clamped and undamaged.

It is important that the T-piece is positioned as shown in the illustration.



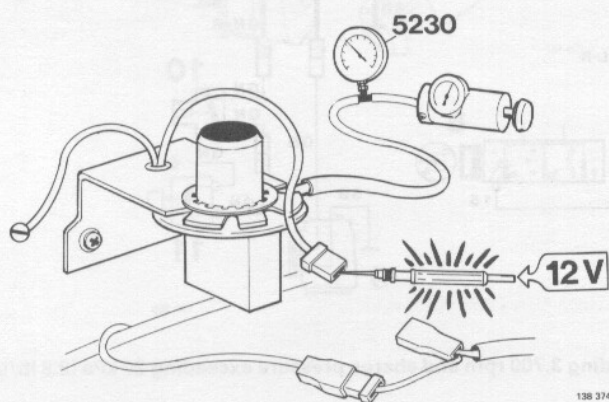
H4

Check solenoid valve

Check function of valve by blowing through it.

Normally the valve should be closed.

Connect 12 V to the valve. The valve should then open. If faulty, check the wiring.



H5

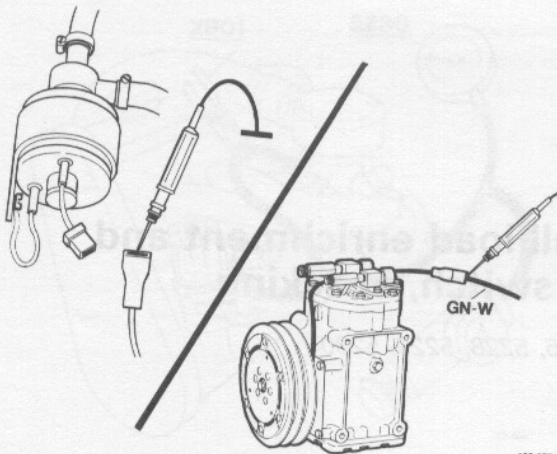
Check charge air pressure switch

Connect pressure gauge **5230** and a pressure pump to the switch.

Connect a test lamp between switch and 12 V. Pump up pressure to **20.3 kPa** (2.8 lb/in²).

The switch should then close = test lamp light up.

Remove test lamp and connect electrical wire. Leave the pressure gauge and pressure tester in position.



H6

Connect test light

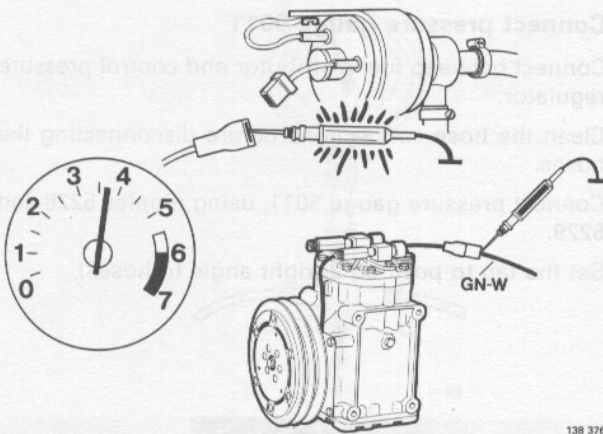
Connect a light at the solenoid valve, between the contact piece and frame.

Connect another light at AC compressor, between wire and frame.

H7

Start engine

Switch AC on to give max cooling



H8

Check rpm relay and AC relay

Check that charge air overpressure switch is closed; pump up the pressure if necessary.

Rev the engine. The rpm relay should be activated at approximately 3,700 rpm. The test light at the solenoid valve should light up and the AC compressor should be disconnected at the same time (the test light should go out).

If faulty, check electrical wires, see wiring diagram page 19. If the wires are in order, check with a new relay.

H9

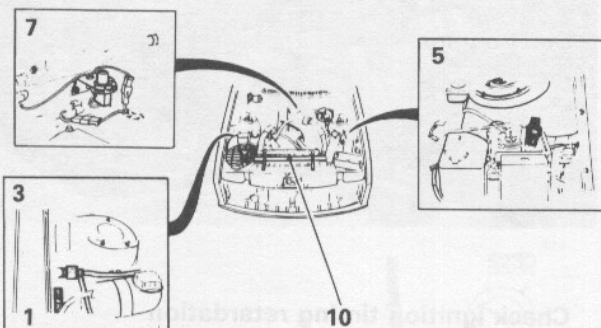
Restore to original condition

Remove the instrument.

Connect electrical wire, hose.

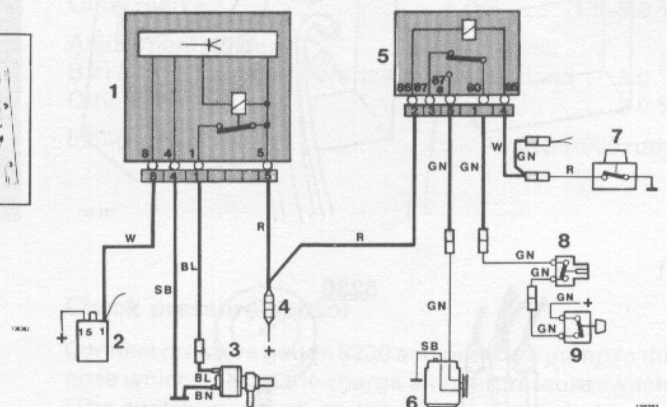
Intercooler kit; installation of components

H10



Components

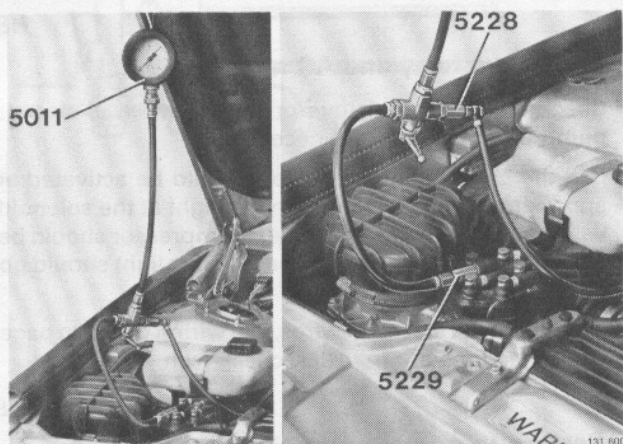
- | | |
|--|----------------------------------|
| 1 Rpm relay | 6 AC compressor |
| 2 Ignition coil | 7 Charge air pressure switch |
| 3 Solenoid valve | 8 Low pressure switch (in dryer) |
| 4 Fuse No. 12 | 9 Switch (circuit breaker) |
| 5 Relay (disconnection of AC compressor) | 10 Intercooler |



130383

I. B 19/B 21 ET retardation, full load enrichment and charge air overpressure switch, checking

Special tools: 2901, 5011, 5015, 5228, 5229, 5230



11

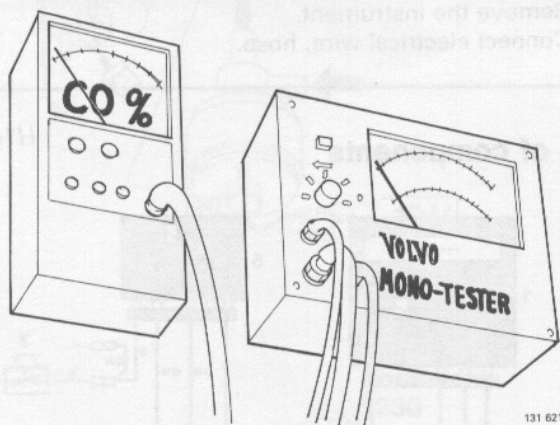
Connect pressure gauge 5011

Connect between fuel distributor and control pressure regulator.

Clean the hose connections before disconnecting the hoses.

Connect pressure gauge 5011, using nipples 5228 and 5229.

Set the tap to position 2 (right angle to hoses).



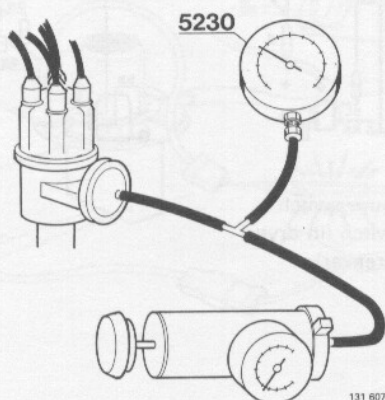
12

Connect CO meter and Volvo Mono-Tester

(A stroboscopic timing light can be used instead of a Mono-Tester.)

13

Start engine



14

Check ignition timing retardation

Connect pressure gauge 5230 and a pressure pump to the distributor.

Read ignition setting.

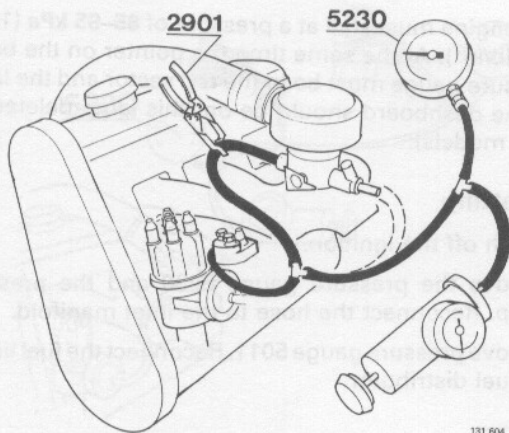
Pump up to a pressure of 30 kPa (4.3 lb/in²).

Ignition retardation should be 3–7°.

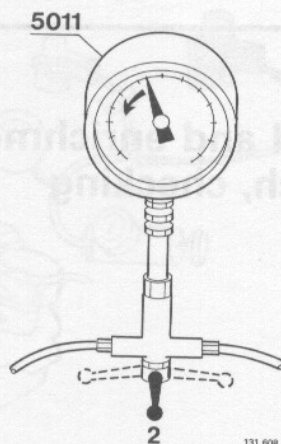
Remove pressure gauge and pressure pump. Reconnect hose from the distributor to the inlet manifold.

Ignition setting: 15° B.T.D.C at 11.7–13.3 rps (700–800 rpm), hose disconnected.

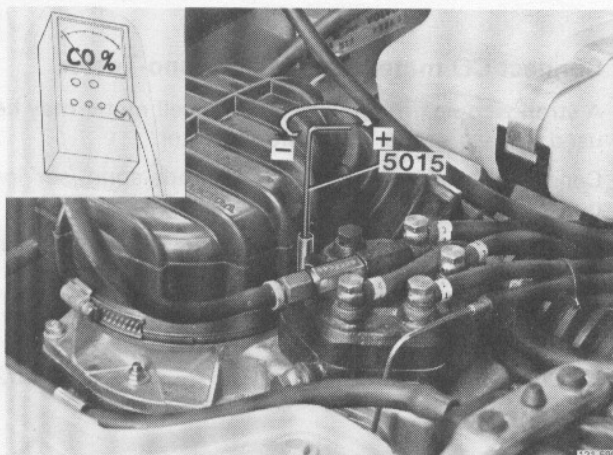
15



131 604



131 608



131 599

Check fuel enrichment

The engine must be running.

Pinch the hose between the control pressure regulator and the nipple on the inside of the inlet pipe. Use tongs 2901.

Remove the hose from the nipple on the outside of the throttle housing. Connect pressure gauge 5230 and pressure pump.

Check that the control pressure regulator is warm by reading off pressure gauge 5011. The control pressure should be **345–375 kPa** (49–53 lb/in²).

Pump the pressure up to **45 kPa** (6.4 lb/in²). The control pressure should then drop to **265–295 kPa** (38–42 lb/in²).

Remove the pressure pump, pressure gauge 5230 and tongs 2901. Reconnect the hose to the throttle housing.

Fuel enrichment is necessary to ensure the internal cooling of the engine. If the fuel-air mixture is too lean, this will raise the combustion chamber temperature with risk of overheating.

16

Check/adjust CO content

Use key 5015 for the adjustment.

Check value:

B 21 ET, 1983 Nordic countries and Switzerland	2.5–3.5 %
Other markets	1.0–3.0 %

Adjustment value:

B 21 ET 1983 Nordic countries and Switzerland	3.0 %
Other markets	2.0 %

Idling speed **15.0 rps** (900 rpm)

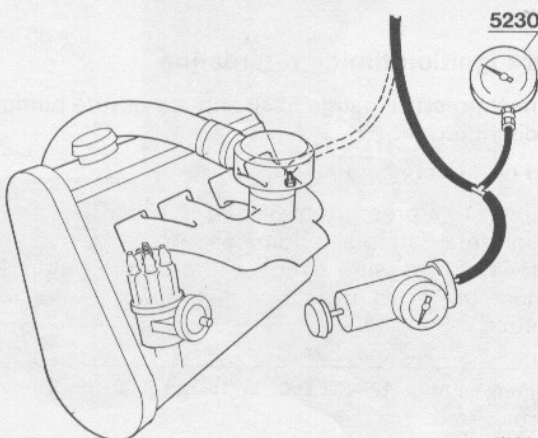
17

Check pressure sensor

Connect pressure gauge 5230 and pressure pump to the hose which goes to the charge air overpressure switch. (The switch is placed on the inside of the dashboard above the pedal carrier).

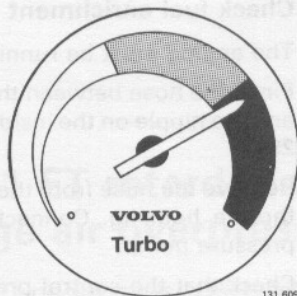
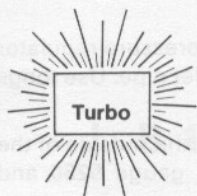
Pump up the pressure until the engine stops (the switch cuts out the ground connection for the pump relay).

IMPORTANT! Do not exceed **120 kPa** (17 lb/in²). This could damage the dashboard boost pressure gauge.



131 610

23



131 609

The engine must stall at a pressure of **85–95 kPa** (12.1–13.5 lb/in²). At the same time the pointer on the boost pressure gauge must be in the red sector and the lamp on the dashboard should be on (this lamp deleted on later models).

18

Resetting

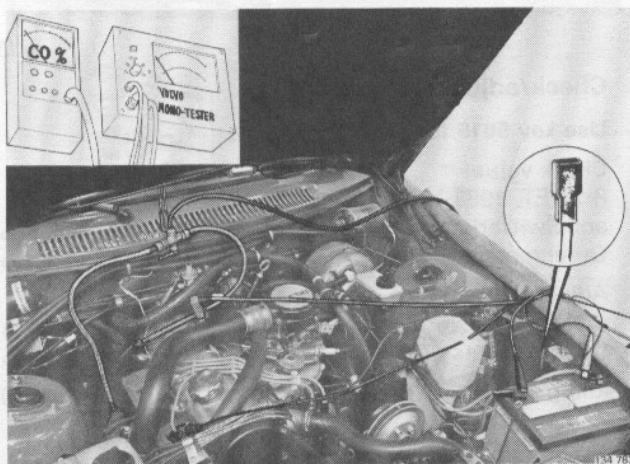
Switch off the ignition.

Remove the pressure gauge 5230 and the pressure pump. Reconnect the hose to the inlet manifold.

Remove pressure gauge 5011. Reconnect the fuel line to the fuel distributor.

J. B 21 FT ignition retardation, full load and enrichment and charge air overpressure switch, checking

Special tool: 5230, 5015



134 783

J1

Connect CO meter and Volvo Mono-Tester

A stroboscopic timing light and a dwell meter may be used instead of the Volvo Mono-Tester.

Connect Mono-Tester to the Lambda-sond service outlet.

Connect CO meter to the outlet in the exhaust pipe in front of the catalytic converter.

J2

Start engine

J3

Check ignition timing retardation

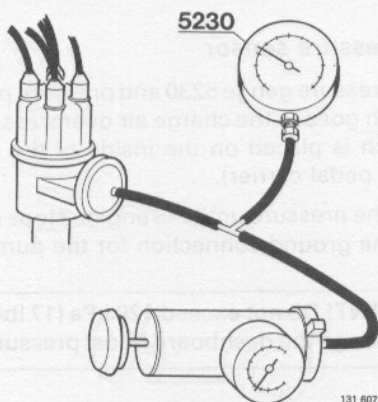
Connect pressure gauge **5230** and a pressure pump to the distributor.

Read off ignition setting.

Pump up to a pressure of **36 kPa** (5.1 lb/in²). Ignition retardation should be **6°–10°**.

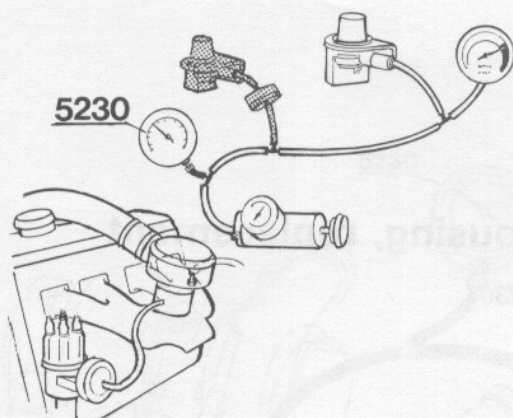
Remove the pressure gauge and pressure pump. Reconnect the hose from the distributor to the inlet manifold.

Ignition setting: **12° B.T.D.C.** at **15 rps** (900 rpm), hose disconnected.



131 607

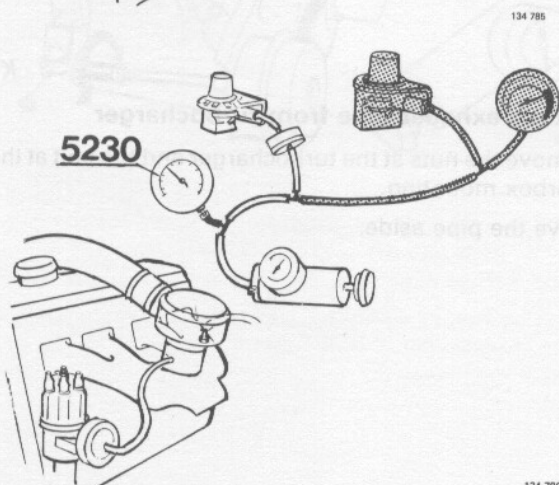
J4

**Check fuel enrichment**

Connect pressure gauge **5230** and pressure pump to the hose from the inlet pipe.

Engine must be running.

Pump up pressure to **20.3 kPa** (2.8 lb/in²). The dwell meter should then read **64°–70°** (overpressure switch cuts out the ground pin for Lambda-sond's control unit).



J5

Check charge air overpressure switch

Engine running.

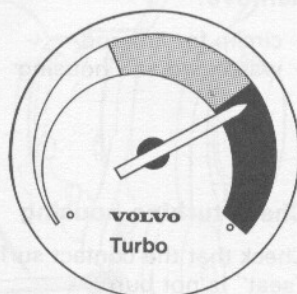
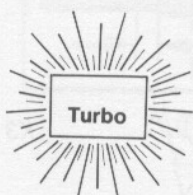
Pump up the pressure until the engine stops (pressure sensor cuts out).

IMPORTANT! Do not exceed **120 kPa** (17 lb/in²) or dashboard pressure gauge may be damaged.

The engine should stall at a pressure of:

B 21 FT	65–75 kPa (9.2–10.7 lb/in ²)
B 21 FT with intercooler	100–110 kPa (14.2–15.6 lb/in ²)

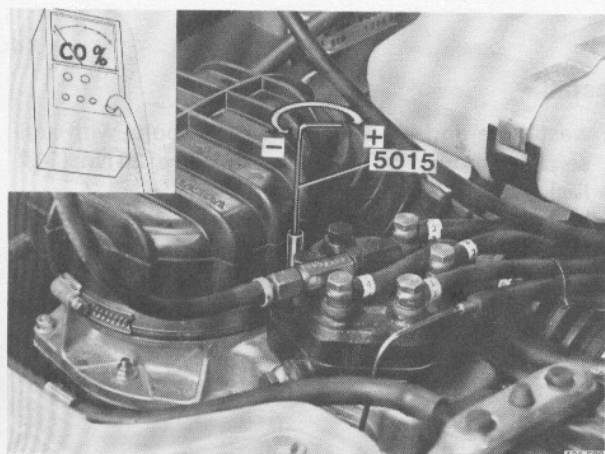
At the same time the pointer in the car's charge pressure gauge must be in the red sector and the lamp in the instrument should be on (on later models this lamp has been deleted).



J6

Switch off engine. Remove pressure gauge 5230 and pressure pump

Connect the pipe to the inlet manifold.



J7

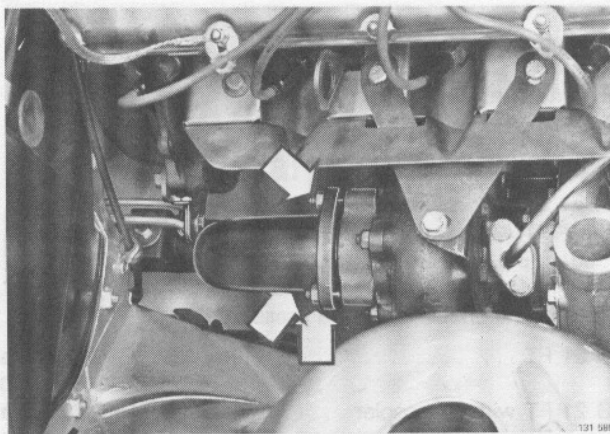
Check/adjust CO content

Use key **5015** for adjustment.

CO, check value	0.7–1.3 %
adjustment value	1.0 %
Idling speed	15.0 rps (900 rpm)

K. Turbo, wastegate with housing, replacement

Special tool: 5230

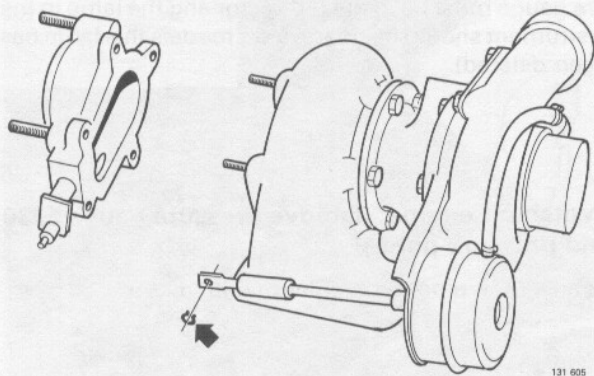


K1

Detach exhaust pipe from turbocharger

Remove the nuts at the turbocharger and the bolt at the gearbox mounting.

Move the pipe aside.



K2

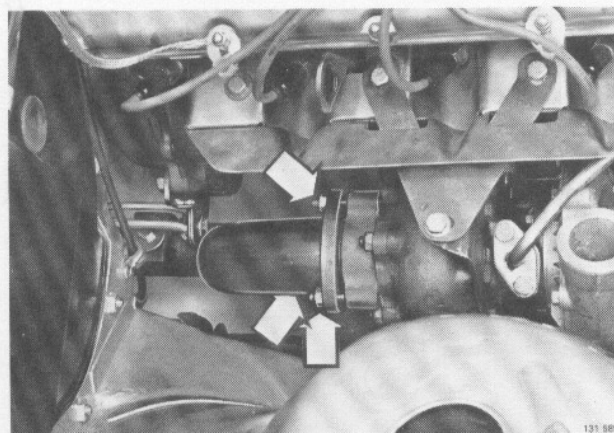
Remove:

- circlip for link rod
- wastegate and housing

K3

Check turbine housing

Check that the contact surface is smooth and that the "seat" is not burnt.



K4

Install:

- wastegate and housing. Smear the bolts with anti-seize compound.* Tighten to a torque of **20 Nm** (14 ft lbs).
- the exhaust pipe. Smear the studs with anti-seize compound.* Tighten to a torque of **25 Nm** (18 ftlbs).
- gearbox front mounting bolt

* Part No. 1 116 035-9.

K5

Adjust wastegate actuator

Note! Wastegate actuator of previous design cannot be adjusted. It is sealed by riveting the adjusting sleeve to the link rod. If faulty, the actuator must be replaced, see page 18.

Connect pressure gauge **5230** and pressure pump to the actuator.

Pump up to a pressure of:

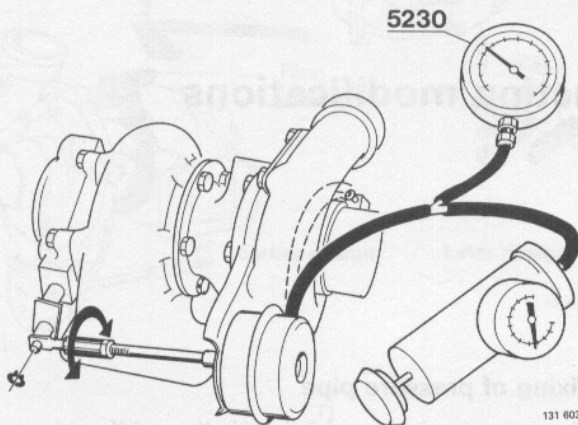
B 19/21 ET	55 kPa (7.8 lb/in ²)
B 21 FT	41 kPa (5.8 lb/in ²)
B 21 FT with intercooler	57 kPa (8.1 lb/in ²)

Push the arm of the wastegate forward (closed valve).

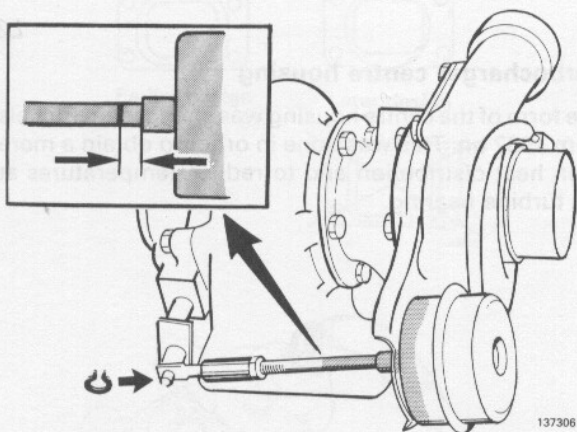
Adjust the rod so that it fits exactly to the pin on the lever.

IMPORTANT! Do not turn the rod as this may damage the diaphragm in the actuator.

Remove the pressure gauge and pressure pump. Connect the pressure hose (hose clip).



131 603



137306

K6

Check position of link rod

Link rod travel must be between 2–6 mm to obtain correct operating function.

To adjust:

Disconnect rod sleeve from lever.

Mark position of rod at wastegate actuator.

Reconnect sleeve to lever.

Measure distance between mark and wastegate actuator.

Distance = **2–6 mm** (0.08–0.24 in)

If incorrect, replace wastegate actuator, see instructions on page 18.

K7

Install new circlip.

K8

Check charge pressure

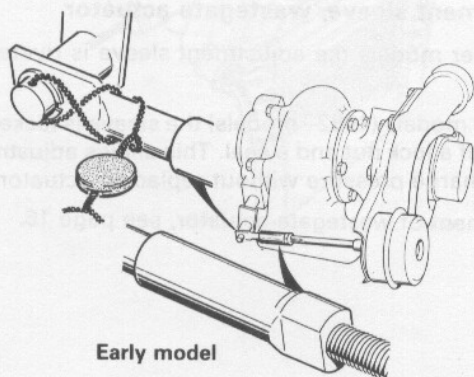
See page 16.

K9

Seal wastegate actuator

It is important to wind wire tightly around the sleeve as shown. Otherwise seal will loosen due to vibrations.

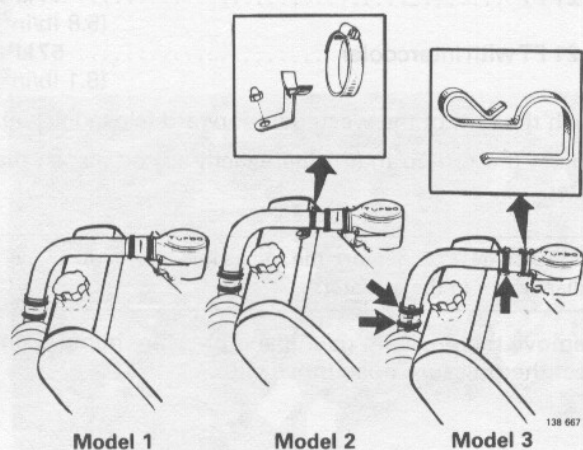
Volvo anti-tamper seal tongs, Part No. 9986408-4 have "Volvo" stamped on grips.



Early model

131 765

L. Turbocharger, production modifications



Fixing of pressure pipe

The pressure pipe may be fixed in three different ways:

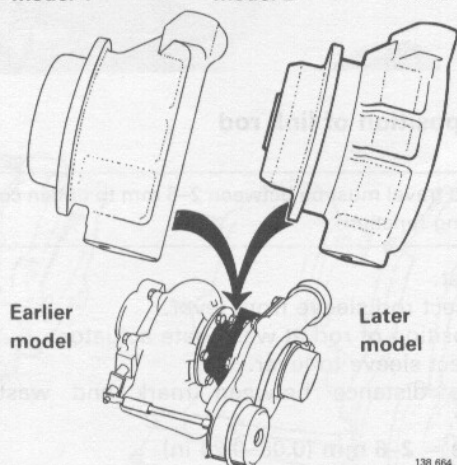
Model 1 Hose clips only (1981–82).

Model 2 Hose clips and a bracket between the pressure pipe and the cylinder head (1982).

Model 3 Hose clips and hoseholder (1984–).

Fixing by means of holder and hoseclips replaces previous designs and may also be refitted to earlier models. See page 40.

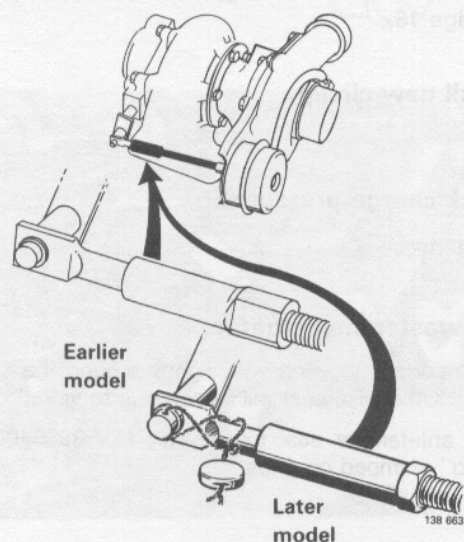
L1



Turbocharger centre housing

The form of the centre housing was changed on models from 1982 on. This was done in order to obtain a more even heat distribution and to reduce temperatures at the turbine bearing.

L2



Adjustment sleeve, wastegate actuator

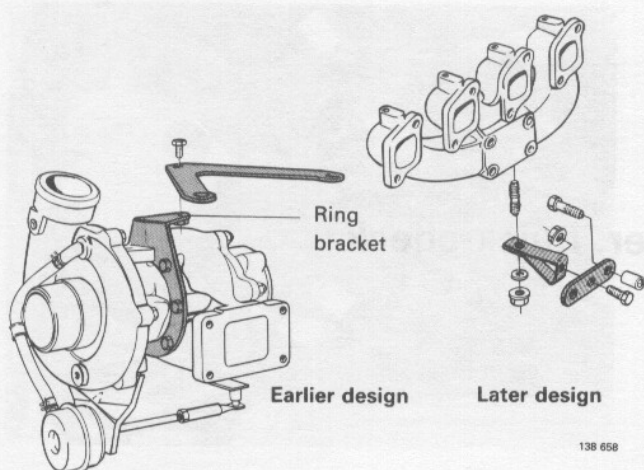
On earlier models the adjustment sleeve is riveted to the rod.

On later models (1982– models) the sleeve is locked by means of a lock nut and a seal. This allows adjustment of the charge pressure without replacing actuator.

Adjustment of wastegate actuator, see page 16.

L3

L4

**Turbocharger support bracket**

Earlier models are equipped with a ring bracket and a support bracket which is connected between the turbocharger and inlet manifold.

A new type of support bracket was introduced on 1983 models. The bracket is connected between the turbocharger and cylinder block.

It is possible to install the new support bracket on earlier models (see page 41).

IMPORTANT! When fitting a new support bracket to turbochargers equipped with a ring bracket, see fig, do not detach the old support bracket. This prevents turbo-whine from being amplified by the ring bracket.

L5

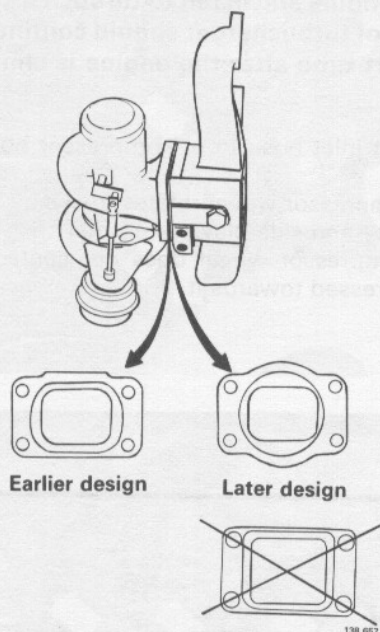
Sealing flange: turbocharger to exhaust manifold

The sealing flange is one of two types.

Earlier models: sealing flange with a straight flange and gasket.

Later models: labyrinth seal (curved top of flange fits into turbocharger). The seal between the exhaust manifold and turbocharger is not installed.

This change was introduced on 1981 models.



IMPORTANT! Do not interchange components of earlier and later design.

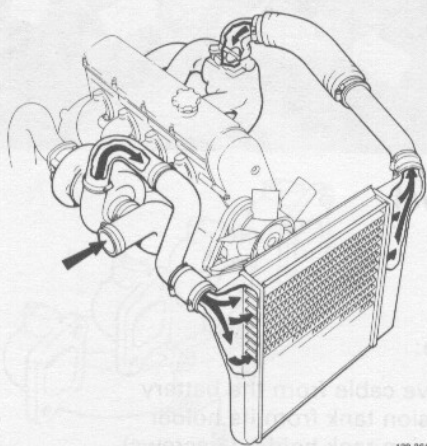
L6

B 21 FT intercooler

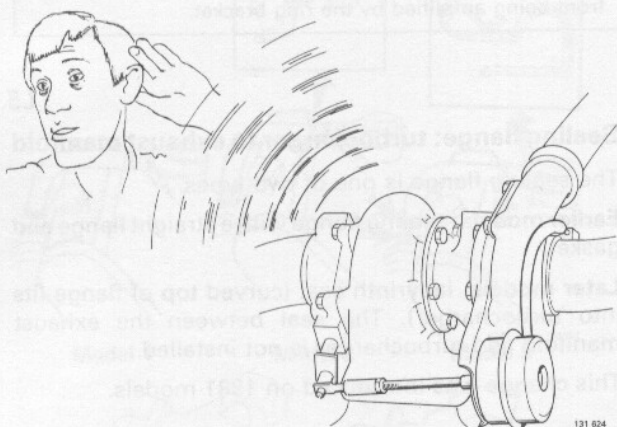
Intercoolers were introduced on B 21 FT during the 1984 model year.

The major differences between B 21 FT and B 21 FT intercooler are:

- charge pressure control system (rpm relay + solenoid valve) on intercooler versions
- relay for disengagement of AC compressor on intercooler versions



M. Turbocharger, quick-check



M1

Turn off engine and listen to turbocharger. Rotating parts of turbocharger should continue to spin for a short time after the engine is shut off

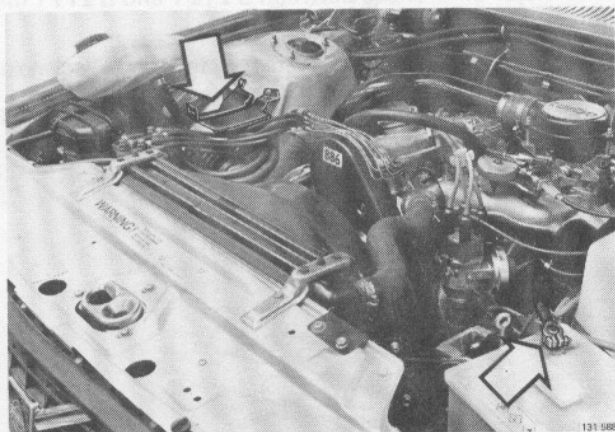
If not:

Disconnect inlet hose from compressor housing and check,

- that compressor wheel rotates freely
- axial play and side play are normal
- that compressor wheel does not contact housing when pressed towards it

N. Turbocharger

Special tool: 5230

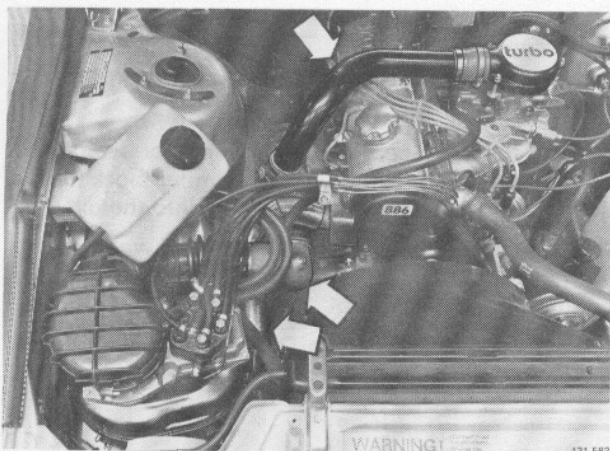


Removal

N1

Remove:

- negative cable from the battery
- expansion tank from its holder
- expansion tank holder (3 screws)

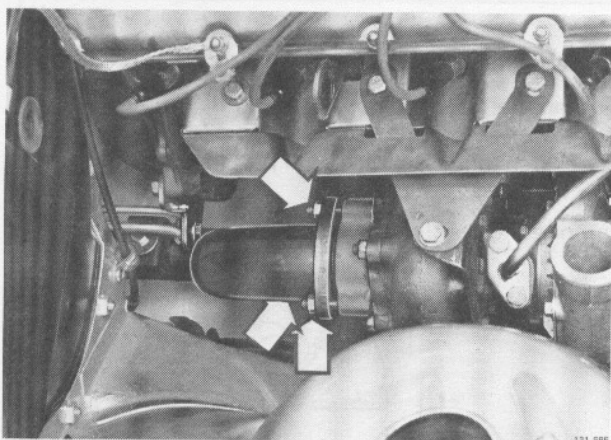


N2

Remove:

- preheating hose between the plate and air cleaner
- pipe and rubber bellows between the fuel distributor and the turbocharger. Withdraw the crankcase ventilation hose from the pipe
- pipe and connection between the turbocharger and inlet manifold, or between the turbo and the inter-cooler (B 21 FT with intercooler)

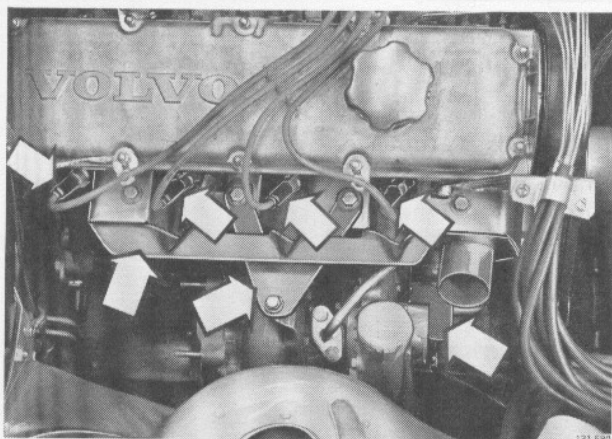
Cover the turbocharger inlet and outlet holes, to prevent dirt and dust entering the turbocharger.



N3

Detach exhaust pipe from turbo

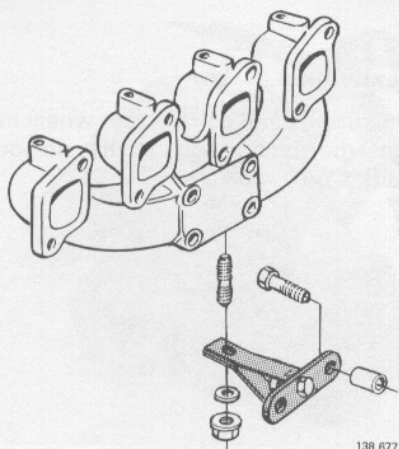
Push the pipe to one side.



N4

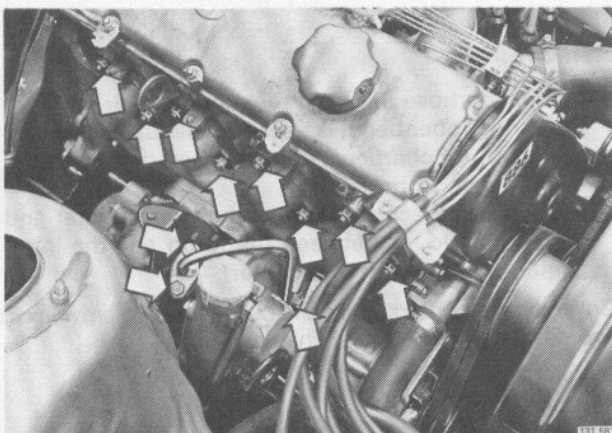
Remove:

- ignition leads from spark plugs
- upper heat-guard plate
- support bracket between the turbo and the manifold (earlier design)
- lower heat-guard plate (unscrew retaining screw underneath the manifold)
- support bracket between the manifold and cylinder block (later design)



138 677

Turbocharger removal



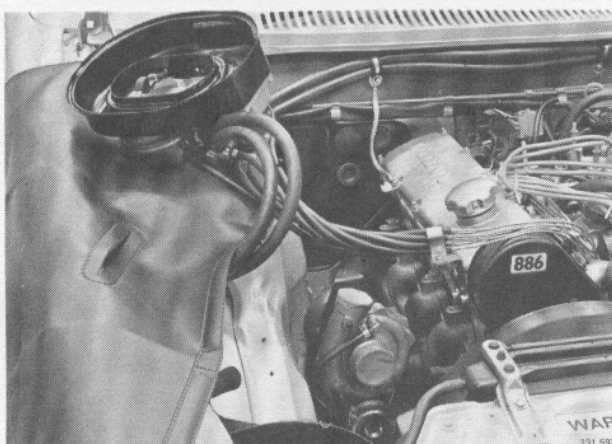
N5

Remove oil delivery pipe and manifold retaining nuts and washers

Remove the oil pipe clamp, retaining screws on the turbo and the banjo union in the cylinder block (under the manifold). Make sure no dirt gets into the oilways.

Remove the manifold retaining nuts and washers. Let one nut remain loosely installed in order to keep the manifold in position.

Remove the oil delivery pipe. Cover the openings on the turbo.

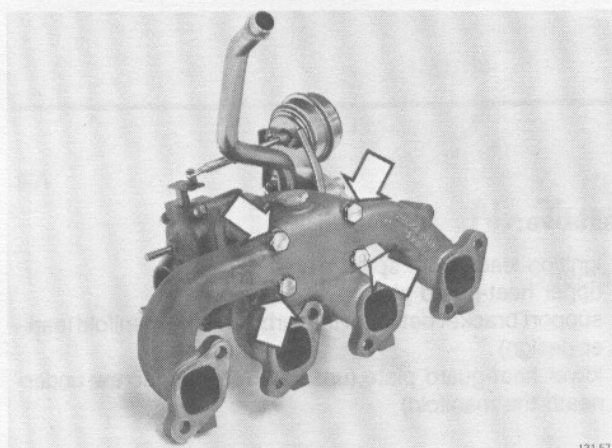


N6

Detach fuel distributor from air cleaner

Slacken the clamps. Move the fuel distributor and the lower section of the air cleaner up onto the righthand wheel arch (place some kind of protection on the wheel arch first).

Remove the air cleaner insert.



N7

Remove turbocharger and manifold

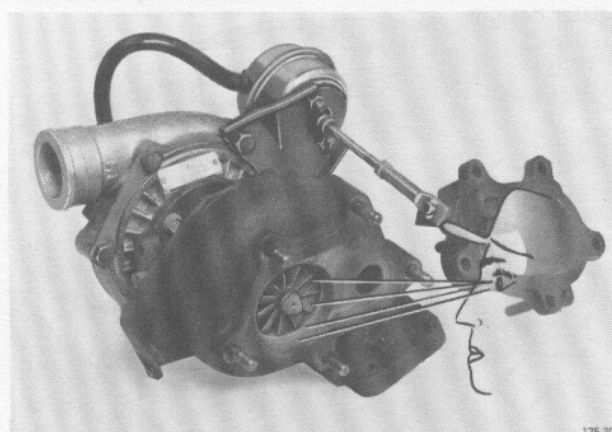
Take off the remaining retaining nut and washer.

Lift forwards and upwards.

Remove manifold gaskets and the O-ring for the oil return pipe from the cylinder block.

N8

Remove turbocharger from manifold

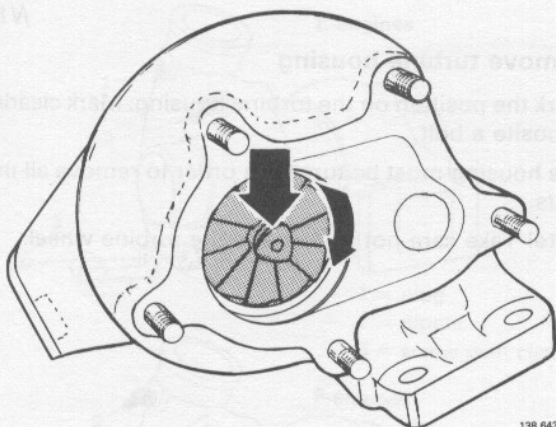


N9

Check the axial play

Check that the turbine and compressor wheel have not scraped against the housing and that they do not scrape when the shaft is pulled axially.

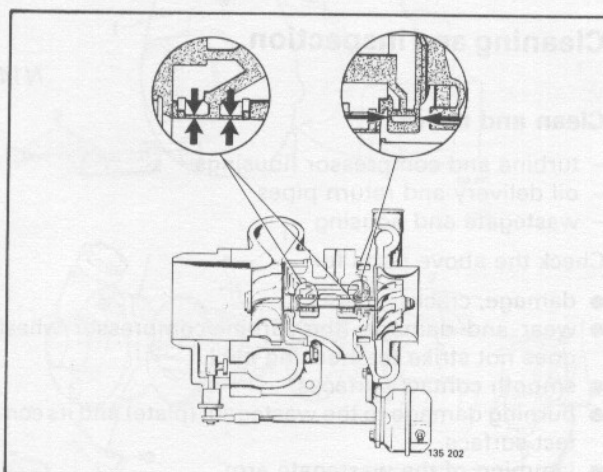
N10



138 643

Check the radial play

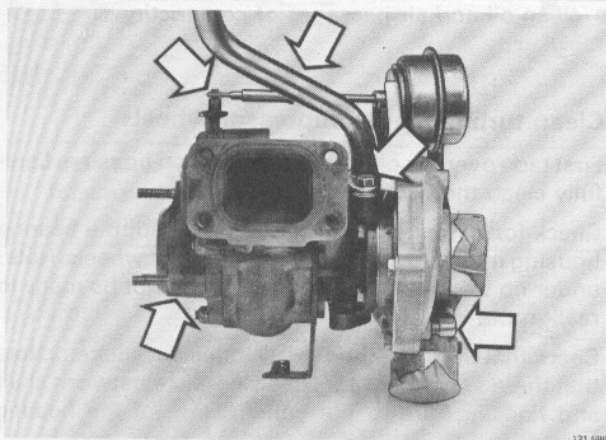
Check that the turbine and compressor wheel do not scrape in the housing when depressed sideways and turned at the same time.

**Replacing turbocharger**

In some cases turbochargers have been replaced unnecessarily as a result of finding play in the turbine shaft. However, since the shaft is supported by full floating bearings a certain play should always be felt when inspecting the shaft (the shaft floats on a film of oil).

If the turbocharger has been replaced as a unit:

- transfer necessary parts. Use new gaskets.
- plug all the openings in the old compressor before returning it (for repair, etc.)
- see page 36 before installing



131 690

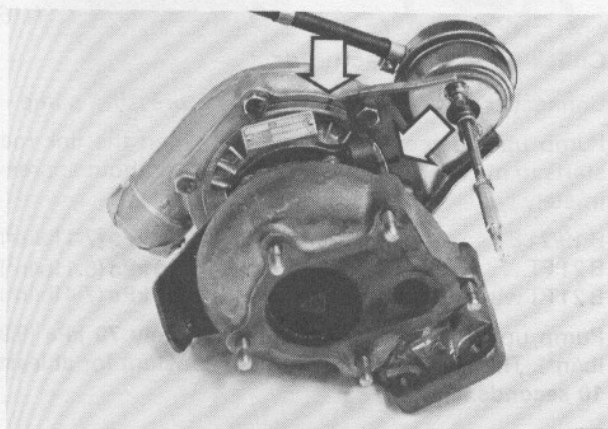
Disassembly

Note: Volvo does not recommend the disassembly of a turbocharger in a car still covered by the New-Car Warranty.

N11

Remove:

- the pressure hose from the nipple on the compressor housing
- the return oil pipe
- the circlip on the arm of the relief valve
- the wastegate and housing



131 589

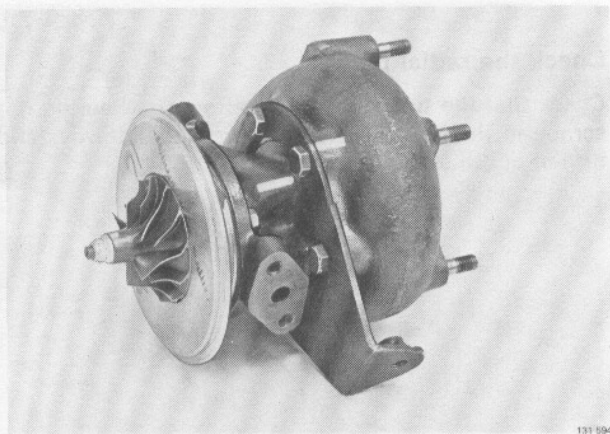
N12

Remove turbine housing

Mark the location of the turbine housing and the console for the pressure actuator. The marking must be done carefully in order to allow reinstallation of components in their original positions; otherwise, the connections between the turbo compressor and the engine will not fit correctly.

The housing must be turned in order to remove all bolts.

Note! Take care not to damage the compressor wheel.



N13

Remove turbine housing

Mark the position on the turbine housing. Mark clearly, opposite a bolt.

The housing must be turned in order to remove all the bolts.

Note! Take care not to damage the turbine wheel.

Cleaning and inspection

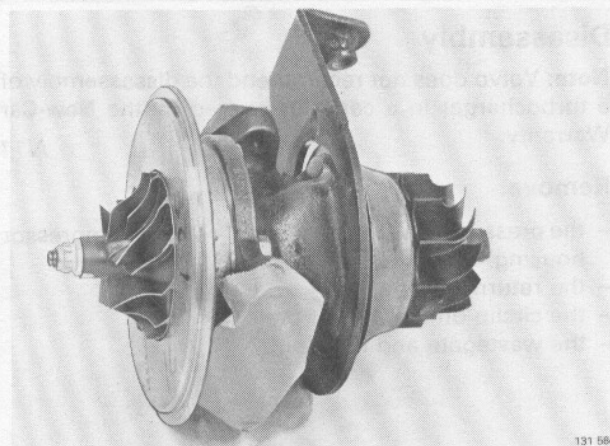
N14

Clean and check:

- turbine and compressor housings
- oil delivery and return pipes
- wastegate and housing

Check the above parts for:

- damage, cracks
- wear and damage (the turbine/compressor wheel does not strike the housing etc.)
- smooth contact surfaces
- burning damage to the wastegate (plate) and its contact surface
- jamming of the wastegate arm
- clean oil and air passages of constrictions



N15

Clean turbine and compressor wheels

First tape over the oilways in the bearing housing. Carefully clean the wheels to avoid damage.

Check for damage and wear. If damaged, the bearing housing must be replaced, complete with wheels. Note: under no circumstances must any attempt be made to realign the wheel blades.

Check that the shaft runs easily, does not stick etc. Note that there should always be a clearance between shaft and housing due to the construction of the floating bearings.

N16

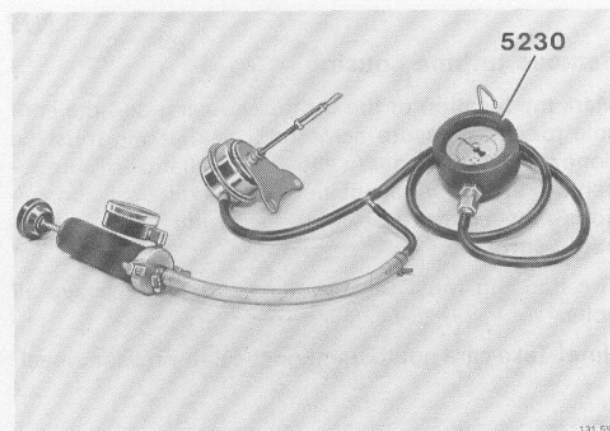
Check wastegate actuator

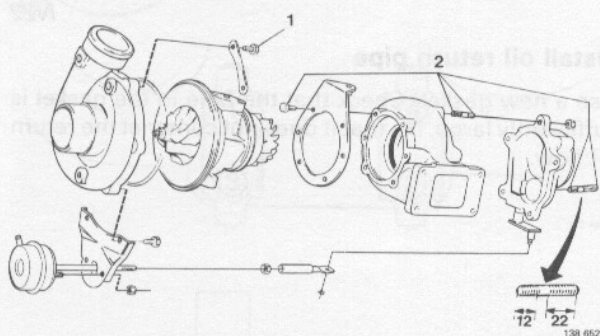
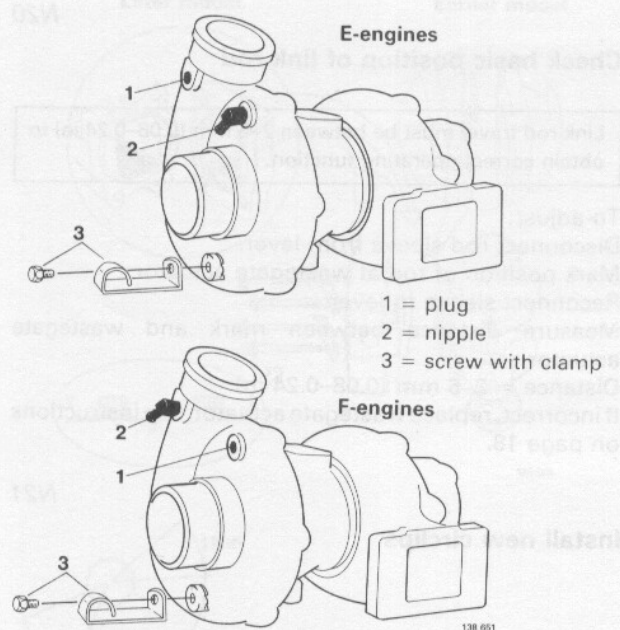
Connect pressure gauge 5230 and a pressure pump.

Pump up the pressure and check when the link rod starts to move. This should take place at about approximately

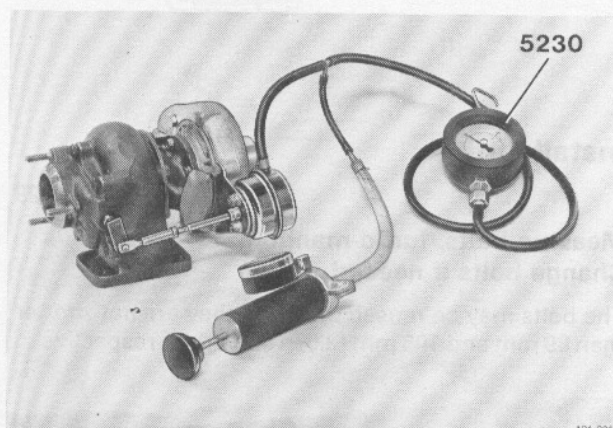
B 19/21 ET	50 kPa (7.1 lb/in ²)
B 21 FT	36 kPa (5.1 lb/in ²)
B 21 FT with intercooler	52 kPa (7.4 lb/in ²)

Pump up to a pressure of approximately **70 kPa** (9.9 lb/in²). The pressure must remain constant for at least **10 seconds**.





Suitable tools for tightening to correct torque:
Torque wrench P.N. 1158687-2
Open ended spanner 13 mm. P.N. 1158961-1



Assembly

Take care not to damage the wheels. Use new gaskets.

With new compressor housing:

N17

Transfer nipple, plug and screw with clamp

Use thread sealer, Part No. 1161053-2 when installing the parts.

Note! Nipple and plug location differ for the E and F engines of earlier models.

On later models different housings are used for E and F engines.

N18

Assemble turbocharger

On some bolts, thread sealer must be used, and on some, anti-seize compound. It is also important that the studs are installed correctly. If not, the charge pressure may be incorrect.

1 = Use new screws. In an emergency the old screws can be used provided these are coated with thread sealer (Part No. 1161053-2).

2 = Anti-seize compound, Part No. 1161035-9.

Assemble turbine housing and wastegate with housing. Tighten to a torque of **20 Nm** (15 ftlbs.).

Install a new gasket for the compressor housing on the bearing housing. The housings must be turned in order to install all the bolts.

Install the housings according to the alignment marks made when disassembling. Tighten all bolts **evenly all around**.

Tighten to the following torques:

- turbine housing **20 Nm** (15 ftlbs)
- compressor housing **18 Nm** (13 ftlbs)

N19

Adjust pressure actuator

Connect pressure gauge **5230** and pressure pump to the pressure actuator.

Pump up to a pressure of:

B 19/21 ET	55 kPa (7.8 lb/in ²)
B 21 FT	41 kPa (5.8 lb/in ²)
B 21 FT with intercooler	57 kPa (8.1 lb/in ²)

Push the wastegate arm forward (closed valve).

Adjust rod so that it fits exactly on the pin on the arm.

Disconnect pressure gauge and pressure pump. Connect the hose to the compressor housing (hose clamp).

Note! Pressure actuator of earlier design cannot be adjusted. This is sealed by the sleeve being riveted to the actuator rod. If faulty, the pressure actuator must be replaced, see page 18.

N20

Check basic position of link rod

Link rod travel must be between 2–6 mm (0.08–0.24 in) to obtain correct operating function.

To adjust:

Disconnect rod sleeve from lever.

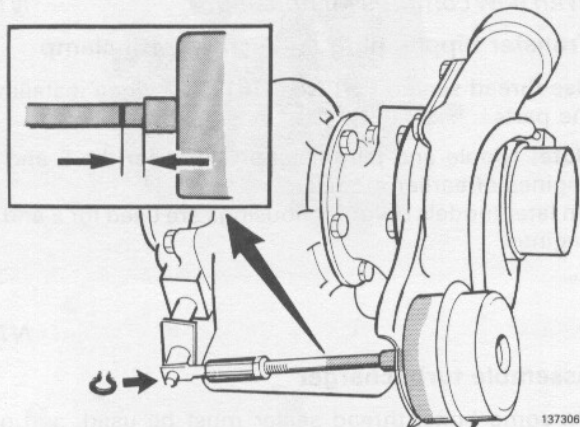
Mark position of rod at wastegate actuator.

Reconnect sleeve to lever.

Measure distance between mark and wastegate actuator.

Distance = **2–6 mm** (0.08–0.24 in)

If incorrect, replace wastegate actuator, see instructions on page 18.



137306

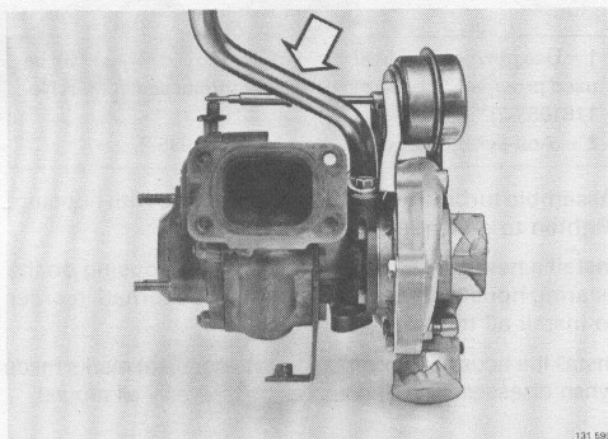
N21

Install new circlips

N22

Install oil return pipe

Use a new gasket. Check that the hole in the gasket is sufficiently large, i.e. that it does not constrict the return oil flow.



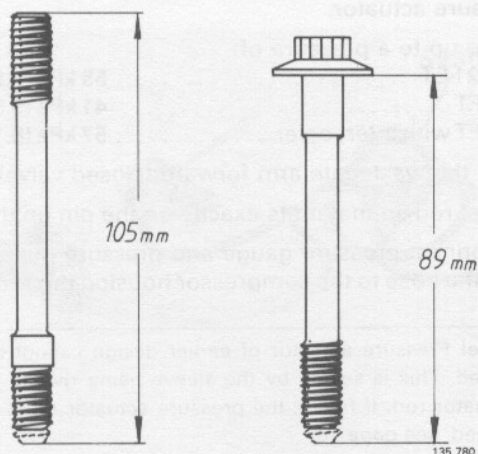
131 595

Installation

N23

Measure bolts, turbo-manifold Change bolts if needed

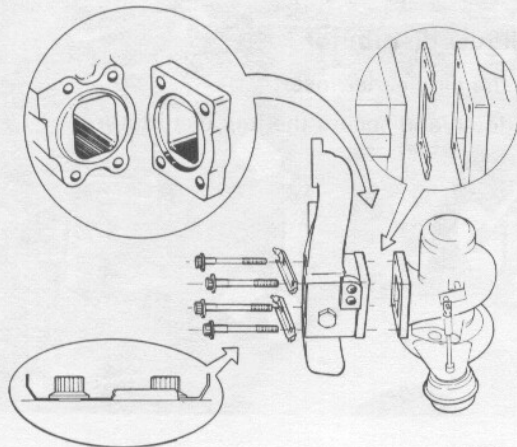
The bolts may be reused provided they are not shorter than 89 mm and 105 mm (3.5 in and 4.1 in) respectively.



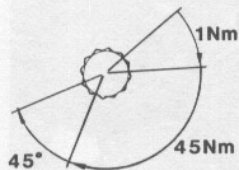
135 780

Later model

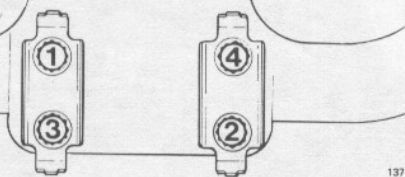
Earlier model



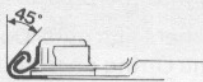
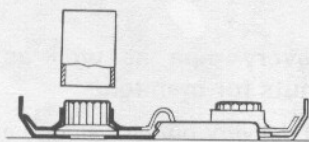
132 806



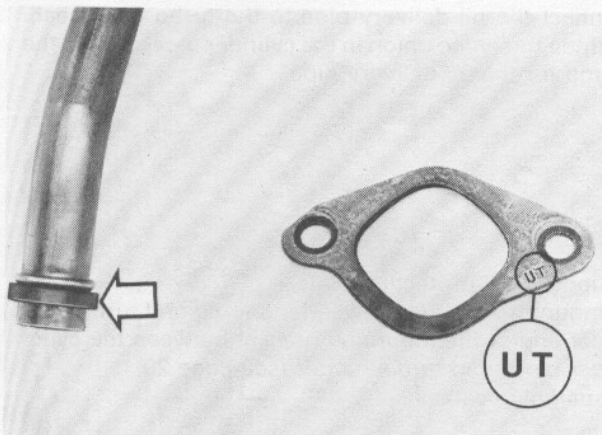
45°



137 789



132 808



131 591

N24

Assemble turbocharger and manifold

Earlier model: Turn the gasket between manifold and turbo with the outward curve towards the turbo.

Smear the threads of the bolts and contact surfaces with assembly paste, Part No. 1161078-9. The assembly paste prevents the inner securing plate from being deformed by the frictional forces when tightening.

Install inner securing plate and bolts.

N25

Tighten bolts (nuts) with the following torque

In the following sequence and in three stages:

- I 1 Nm (9 inlb)
- II 45 Nm (33 ftlb)
- III 45°

N26

Install outer securing plate

Knock the securing plate in position. Use a hammer and sleeve.

N27

Bend in the inner securing plate

It is particularly important that the securing plate for the upper bolts is bent inwards at least 45°. This must be done because the gap between the bolts and the engine is small.

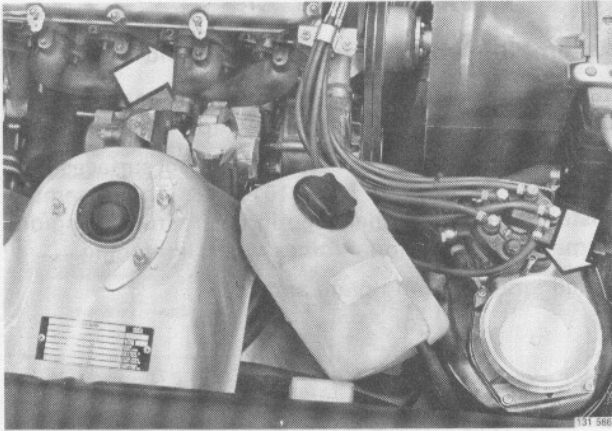
N28

Lift turbocharger with manifold into position

Install new manifold gaskets, the marking UT must face away from the engine.

Install a new O-ring on the oil return pipe. Coat the O-ring with a little grease.

Lift into position and guide the oil return pipe through the hole in the cylinder block. Ensure that the O-ring is installed properly. Install a washer and nut (new nut) to hold the turbocharger and manifold in position.

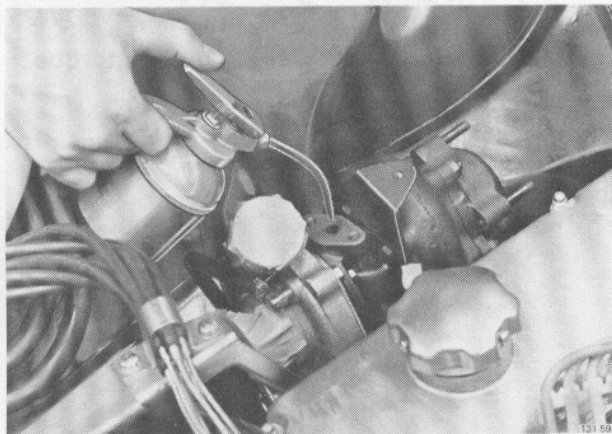


Install fuel distributor

Insert the air cleaner insert.

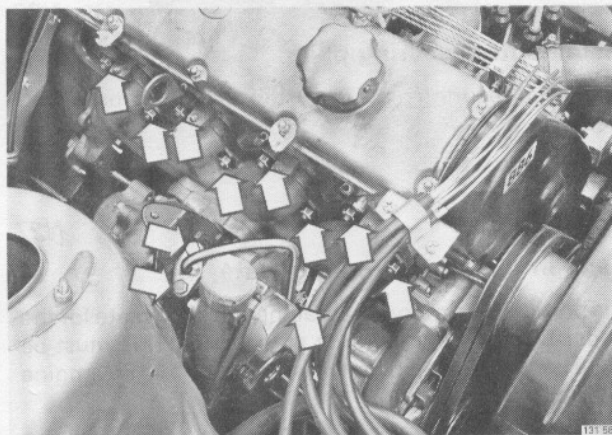
Bend down and secure the fuel distributor.

N29



Fill turbocharger inlet with oil

N30



Install oil delivery pipe as well as manifold washers and nuts for manifold

Note: Check oil delivery pipe for sludge and if necessary, clean pipe

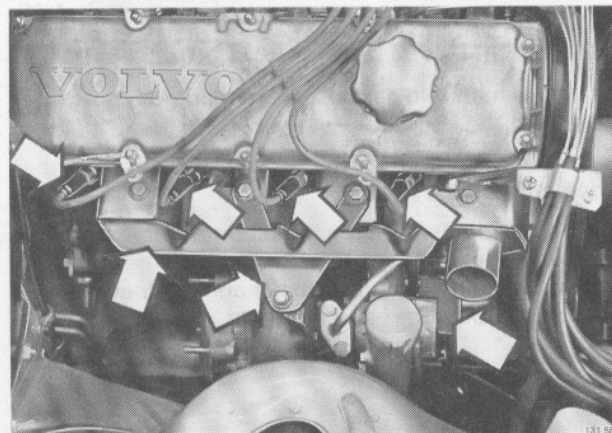
Use new gasket for the oil delivery pipe and new manifold nuts.

Install the oil delivery pipe in position. Install the banjo union and washers, but do not tighten at this stage. Make sure no dirt gets into the pipe or onto the bolt.

Install the manifold washers and nuts. Do not forget the lifting eye. Make sure the O-ring on the oil return pipe is fitted properly.

Connect the oil delivery pipe to the turbo (new seal). Tighten the banjo union in the cylinder block. Install the clamp for the oil delivery pipe.

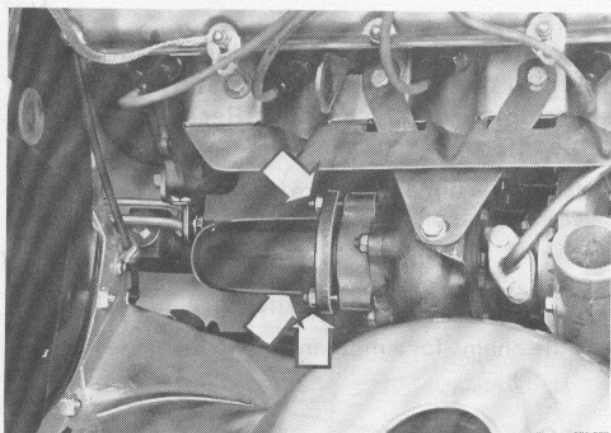
N31



Install:

- upper heat-protection plate
- mounting bracket between manifold and turbocharger and/or the mounting bracket between the cylinder block and turbocharger (see page 29)
- sparkplug cables

N32

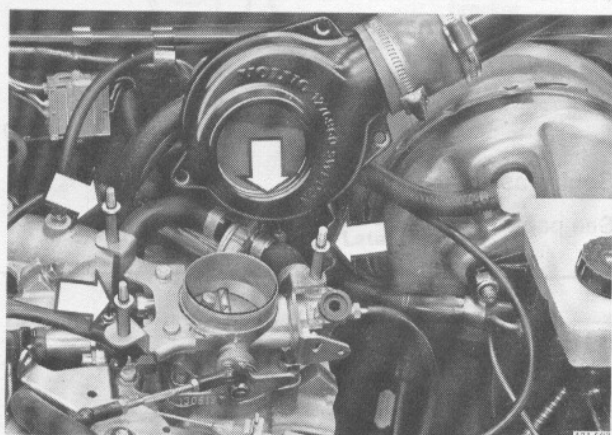


131 585

Install:

- exhaust pipe. Smear the studs with anti-seize compound. Tighten to a torque of **25 Nm** (18 ftlbs)
- transmission front mounting

N33

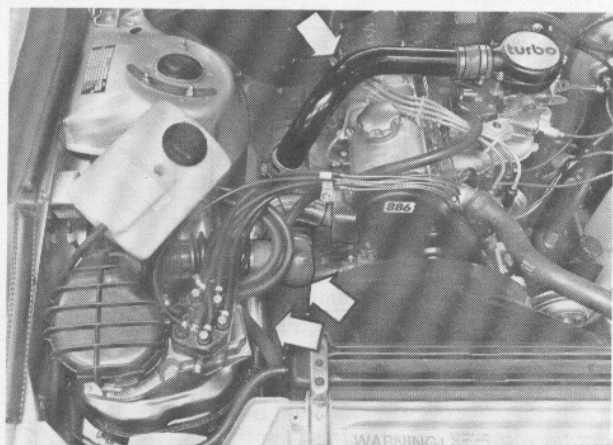


131 587

Check that:

- throttle housing stud washers are in position
- O-ring sits correctly and is undamaged
- connecting hoses/pipes are in a good condition and do not contain loose particles. Replace hardened or cracked hoses

N34



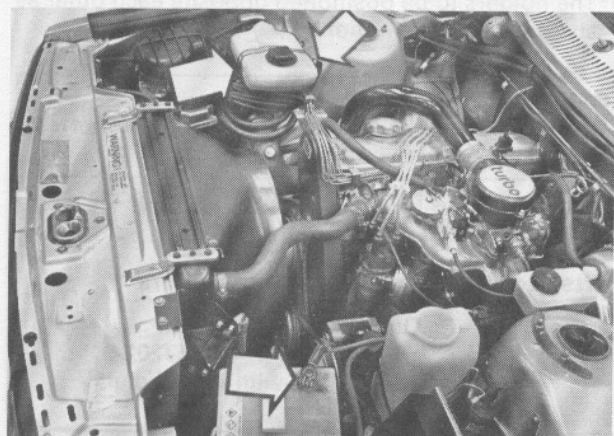
131 582

Install:

- the pipe with rubber bellows between the fuel distributor and the turbo. Connect the hose for the positive crank-case ventilation
- the preheating hose between the plate and the air cleaner
- the pipe between the turbo and the inlet manifold or between the turbo and the intercooler (B 21 FT with inter-cooler)

Make sure that the hoses/pipes are properly installed and that the hose clamps are tightened.

N35



131 580

Install:

- holder for the expansion tank
- expansion tank
- battery cable

N36

N37

Disconnect brown electric cable (from terminal 15) from the ignition coil. Run starter motor for approximately 30 seconds. Reconnect electric cable

Note: This is done to ensure that the turbocharger receives lubrication.

N38

Start engine and check function

Idle the engine for a moment or two before revving up.

N39

Check/adjust charge pressure

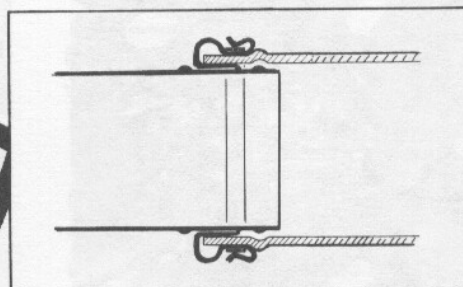
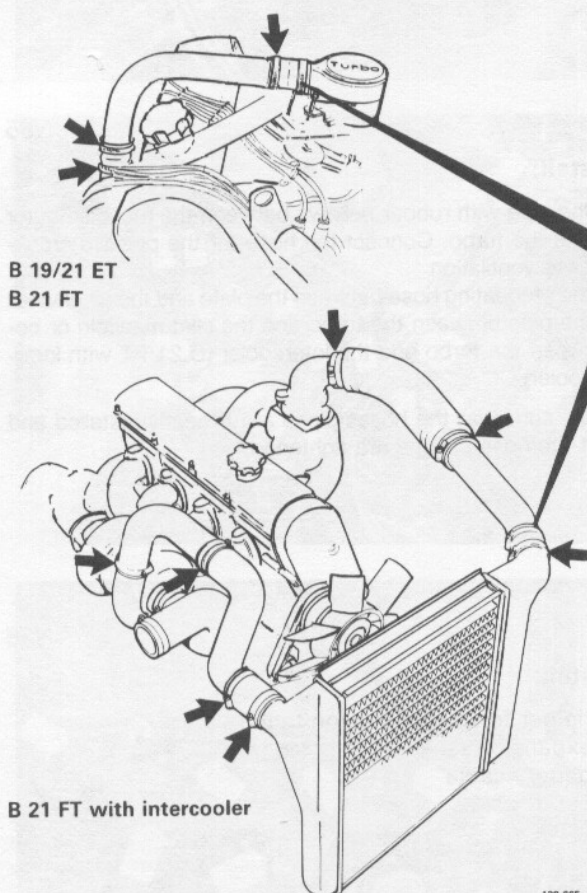
See page 16.

N40

Seal wastegate actuator

See page 17.

O. Air delivery pipe, clamping



O1

- Two holders per hose clamp
- The holders to be positioned opposite each other as shown in the illustration.

IMPORTANT

When installing the holders, make sure that they do not rest against the shoulders of the pipe.

O2

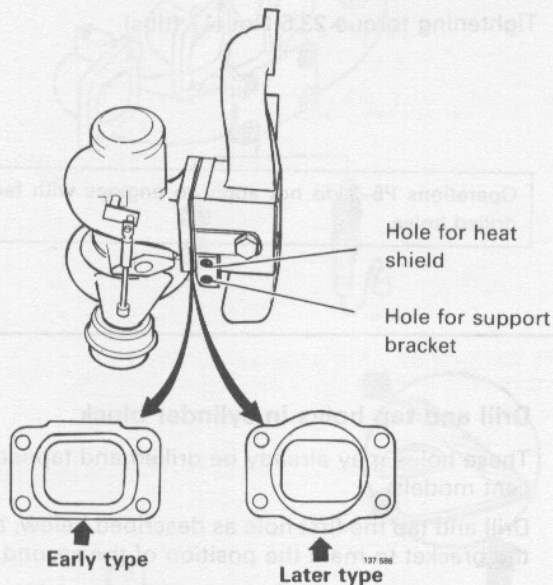
Parts required when installing holders

Part	Quantity	P/N.
Holder	8	1357202-9
	16 (B 21 FT with intercooler)	

P. Installing new type of support bracket

Operations P1-11

P1



Check type of exhaust manifold and turbocharger

If the hole for the support bracket screw is already threaded, it is not necessary to order the parts shown in parentheses at the bottom of the list shown below.

If there is not a hole it will be necessary to fit a new exhaust manifold.

The exhaust manifold can be identified by checking the turbocharger flange facing the exhaust manifold.

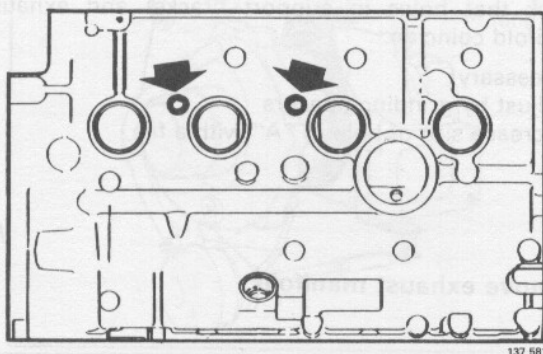
- straight flange = early type
- rounded flange = late type (introduced in production in July 1981)

Required parts

Description	Part number	Qty
Support bracket	1 336 265-2	1
Stay	1 336 266-0	1
Spacer	1 257 499-2	2
Bolt, M6S M8x35	940 132-4	2
Stud, PS M8x32*	1 336 261-1	1
Bolt, M6FS M8x16	946 440-5	1
Washer	419 401-5	1
Flange nut	948 645-7	2
Exhaust manifold gasket	463 846-6	4
O-ring (oil return pipe)	1 306 264-1	1
Copper washers for delivery pipes	18 671-8	2
Gasket for above	420 475-6	1
Turbocharger bolts**	1 317 067-5	4)
Outer lock plate	1 326 586-3	2)
Inner lock plate	1 326 222-5	2)
Exhaust manifold, early type	1 336 238-9	1)
Exhaust manifold gasket, early type	1 276 689-5	1)
Exhaust manifold, late type	1 336 237-1	1)

* Stud 1336261-1 is made of a special nickel alloy and must not be exchanged for any other type of stud.

** To be replaced only as required, see operation A12.



P2

Remove and dismantle turbocharger – manifold

See page 30, N1-8.

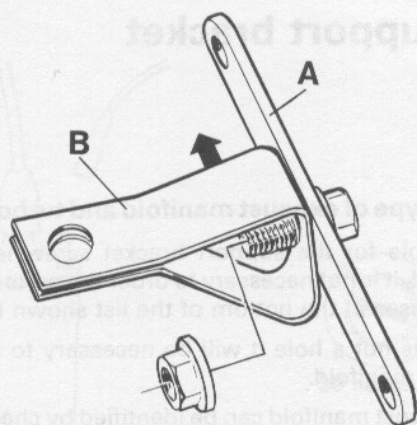
Cover oilways to prevent dirt and dust entering turbocharger.

Turbocharger – manifold assembly should only be dismantled if the manifold is to be replaced.

P3

Remove exhaust manifold

Grind cast lugs flush using an emery cloth

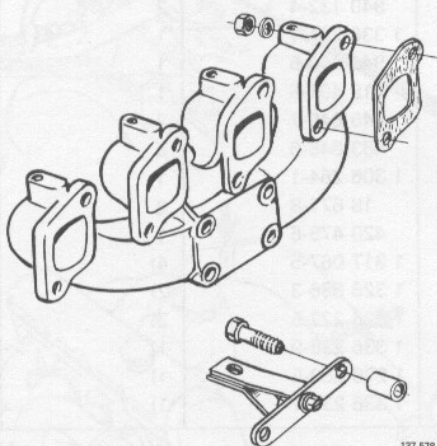
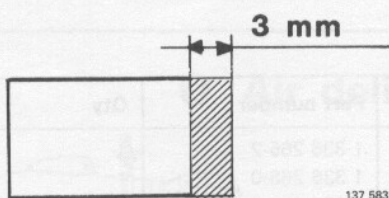
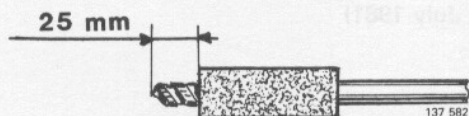


P4

Assemble support bracket

Press "B" as far to the rear as possible when tightening.
Tightening torque 23.5 Nm (17 ftlbs).

Operations P5–9 do not apply to engines with factory-drilled holes.



P5

Drill and tap holes in cylinder block

These holes may already be drilled and tapped on recent models.

Drill and tap the first hole as described below, and use the bracket to mark the position of the second.

It is important that the holes are drilled at right angles to the face.

Mark centre of lug on cylinder block.

Drill a 4 mm diam. centering hole. Then drill a 6.8 mm diam. hole to a depth of 25 mm (1.0 in). (Attach a piece of adhesive tape or hose to the drill to indicate the depth).

Tap the hole using a M8 tap to a depth of 20 mm (0.8 in).

P6

Cut spacers to size

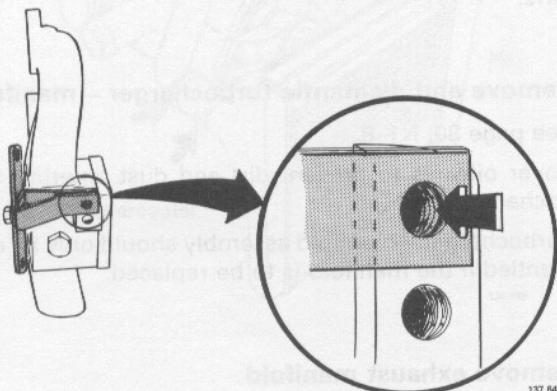
Remove 3 mm (0.1 in).

Note: This is **not** necessary on engines with factory drilled holes.

P7

Mount new exhaust manifold on engine

- Use the **old** gaskets as it is necessary to remove the manifold at a later stage, prior to final installation.
- Attach support bracket with spacers to cylinder block.



P8

Check position

Check that holes in support bracket and exhaust manifold coincide.

If necessary:

- adjust by grinding spacers
- increase size of hole in "A" with a file

P9

Remove exhaust manifold

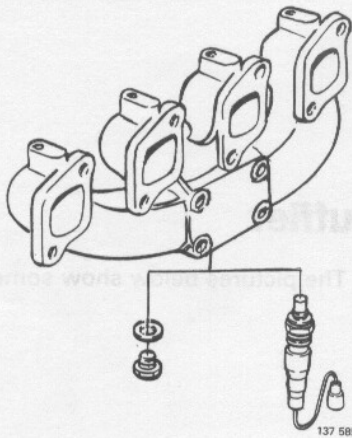
P10

Transfer following parts to new exhaust manifold

B 19/21 ET: plug and gasket

B 21 FT: Lambda-sond.

Apply assembly paste P/N 1 161035-9 to threads.



137 585

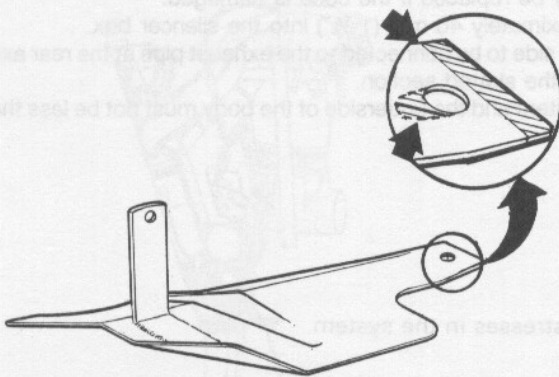
P11

Modify lower heat shield

Note! Part number for modified heat shield = 1 336060-7.

Hold shield in position and drill out rear hole to coincide with hole in exhaust manifold.

Cut rear edge of plate to allow a space for the new support bracket.



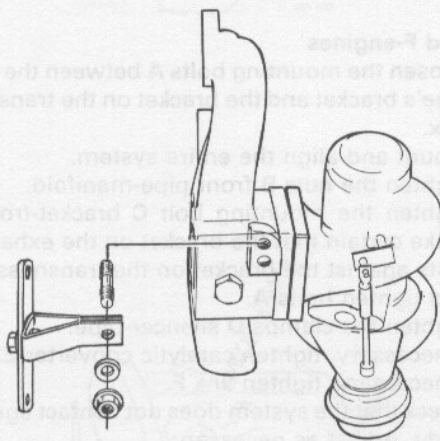
137 575

P12

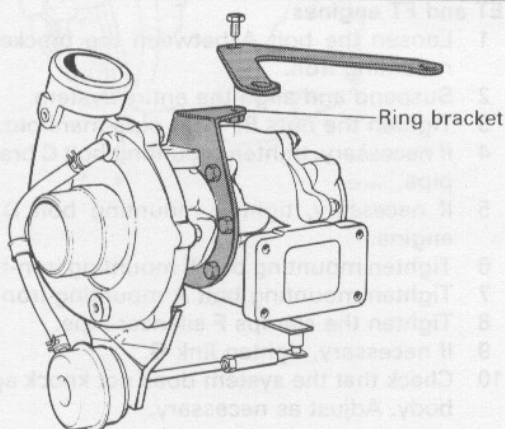
Install turbocharger – manifold Install:

- turbocharger with manifold
- support bracket
- front exhaust manifold

See page 36, and N23–40.



137 576



Ring bracket

137 580

IMPORTANT! When fitting a new support bracket to turbochargers equipped with a ring bracket (see fig), do not detach the old support bracket. This prevents turbo whine from being amplified by the ring bracket.

Q. Exhaust pipe and muffler

Type of exhaust system fitted to vehicle depends on model and market. The pictures below show some designs.

Q1

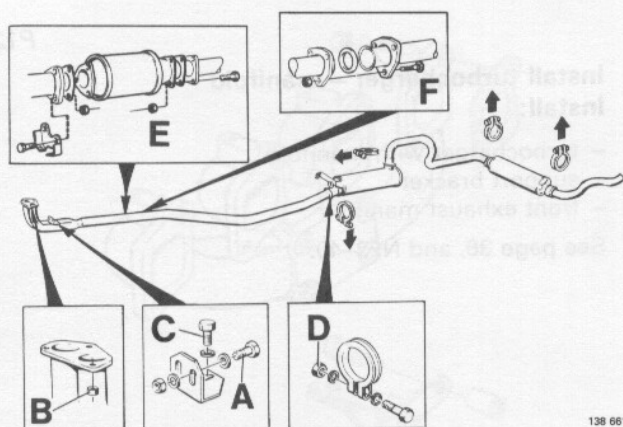
General

- Use new gaskets.
- The steel cone at the link should only be replaced if the cone is damaged.
- The exhaust pipe must project approximately 40 mm (1 1/2") into the silencer box.
- The rear muffler is marked "IN" on the side to be connected to the exhaust pipe at the rear axle.
- Position the clamps on the centre of the slotted section.
- The clearance between the exhaust system and the underside of the body must not be less than 20 mm (3/4").

Q2

Installing complete system

Follow the sequence below to avoid stresses in the system



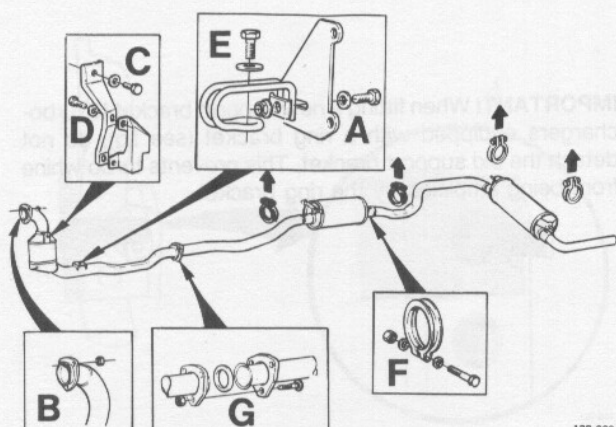
138 661

A, E and F-engines

- 1 Loosen the mounting bolts **A** between the exhaust pipe's bracket and the bracket on the transmission box.
- 2 Mount and align the entire system.
- 3 Tighten the nuts **B** front pipe-manifold.
- 4 Tighten the mounting bolt **C** bracket-front pipe. Make certain that the bracket on the exhaust pipe rests against the bracket on the transmission box and tighten bolts **A**.
- 5 Tighten the clamps **D** silencer-pipe.
- 6 If necessary, tighten catalytic converter **E**.
- 7 If necessary, tighten link **F**.
- 8 Check that the system does not contact against the body. Adjust as necessary.

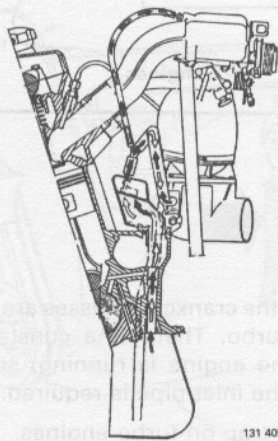
ET and FT engines

- 1 Loosen the bolt **A** between the bracket and the mounting iron.
- 2 Suspend and align the entire system.
- 3 Tighten the nuts **B**; front pipe-manifold.
- 4 If necessary, tighten mounting bolt **C** bracket-front pipe.
- 5 If necessary, tighten mounting bolt **D** bracket-engine.
- 6 Tighten mounting bolt **E** mounting iron-front pipe.
- 7 Tighten mounting bolt **A** mounting iron-bracket.
- 8 Tighten the clamps **F** silencer-pipe.
- 9 If necessary, tighten link **G**.
- 10 Check that the system does not knock against the body. Adjust as necessary.



138 660

R. Crankcase ventilation



Cleaning/checking

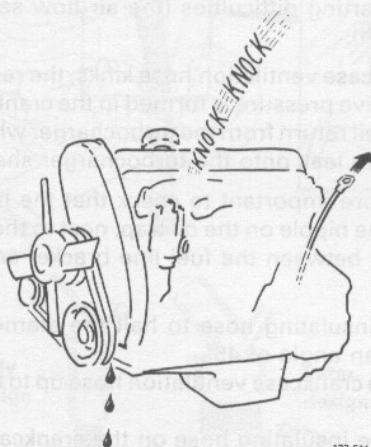
- clean/check hoses
- clean the calibrated nipple (does not apply to turbo engines)
- clean/replace flame trap (does not apply to turbo engines).

A, E, F-engines 1975–80. see page 46

Turbo engines see page 46

A, E, F-engines 1981–85 see page 47

R1



Blocked flame trap/blocked system

A blocked flame trap will cause the crankcase ventilation system to malfunction and result in high crankcase pressure.

Symptoms are:

- oil dipstick "jumps out" of the pipe
- oil leakage at the seals in the cylinder block
- seals need not always be replaced if they are leaking due to a blocked flame trap. Fix the flame trap, clean the engine and check whether the seals are leaking or not
- the engine knocking (change to a new flame trap if necessary).

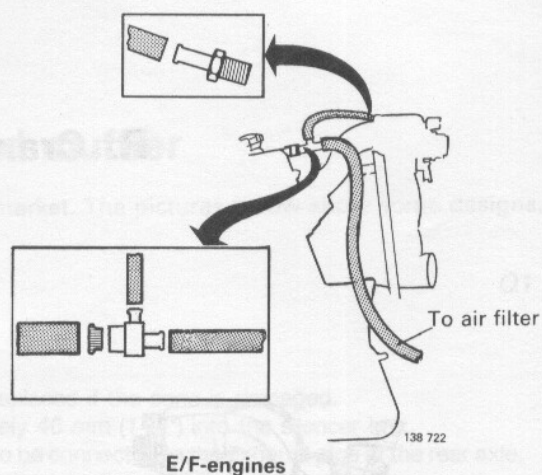
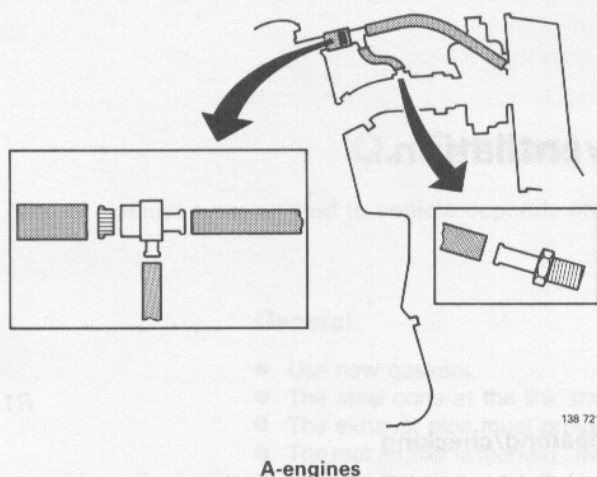
Reasons for a blocked flame trap may be:

- too long intervals between changing the engine oil
- the engine oil used is of inferior quality

R2

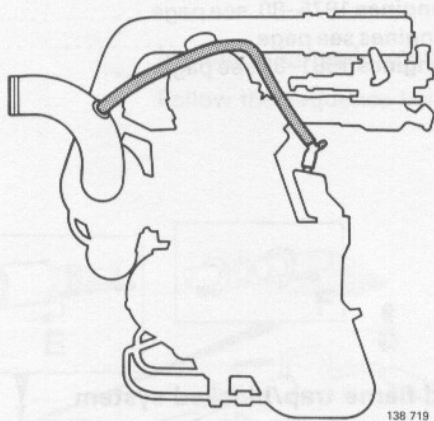
R3

A, E and F-engines 1975–80



Turbo engines

R4



On turbo engines the crankcase gasses are vented "upstream" of the turbo. There is a constant negative pressure when the engine is running, so no further connection with the inlet pipe is required.

There is no flame trap on turbo engines.

R5

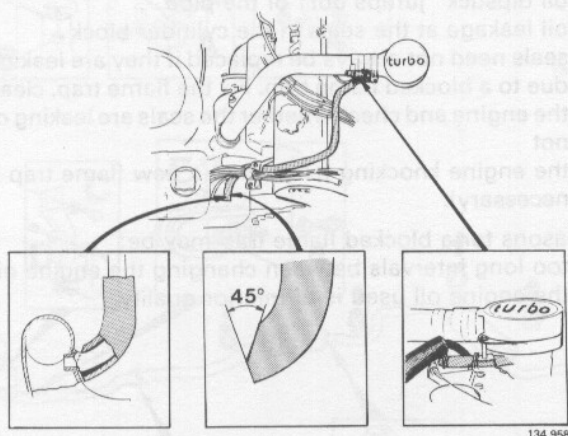
Crankcase ventilation hose

An incorrectly installed crankcase ventilation hose may result in starting difficulties (the air flow sensor plate does not lift).

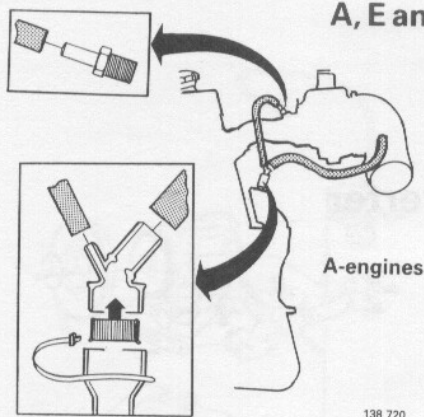
If the crankcase ventilation hose kinks, the result will be that a positive pressure is formed in the crankcase. This blocks the oil return from the turbocharger which in turn causes oil to leak onto the turbocharger shaft seals.

It is therefore important to check that the hose is not kinked at the nipple on the oil trap, next to the cold start injector, or between the fuel line bracket and the line elbow.

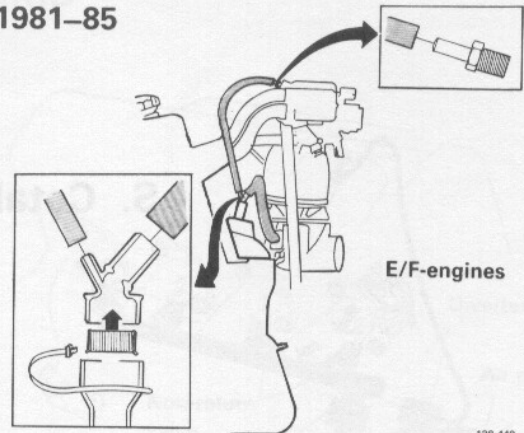
- 1 Cut the insulating hose to half the diameter of the hose at an angle of 45°.
- 2 Press the crankcase ventilation hose up to the bead in the pipe.
Install the insulating hose on the crankcase ventilation hose so that it fits tightly against the pipe.
- 3 Pull the crankcase ventilation hose over the cold start injector.



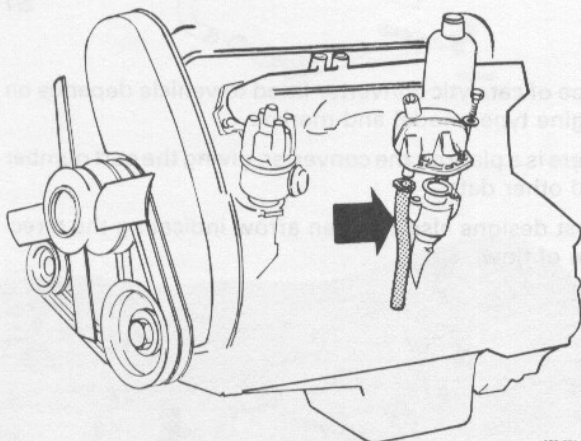
A, E and F-engines 1981–85



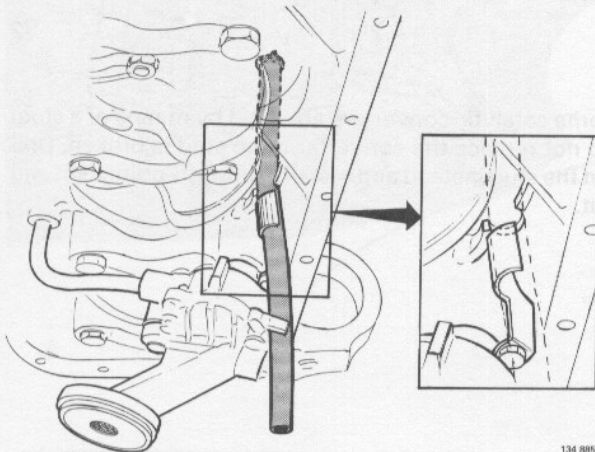
138 720



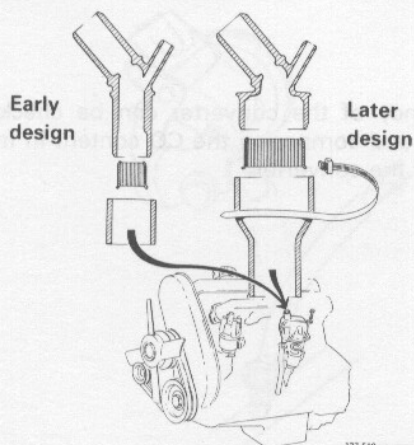
138 449



138 678



134 885



137 510

R6

R7

Drain hose

To ensure that the crankcase ventilation functions correctly the drain hose must be correctly installed, with the outlet underneath the oil level in the oil sump.

If the drain hose is incorrectly installed or if it is too short, it is possible that the crankcase ventilation will not function. The hose may, in addition, make contact with the crankshaft and be damaged.

R8

When removing oil trap:

Make sure that the drain hose does not come up as well. If so, the oil sump must be removed to ensure that the hose takes up the correct position when installed.

R9

Flame trap

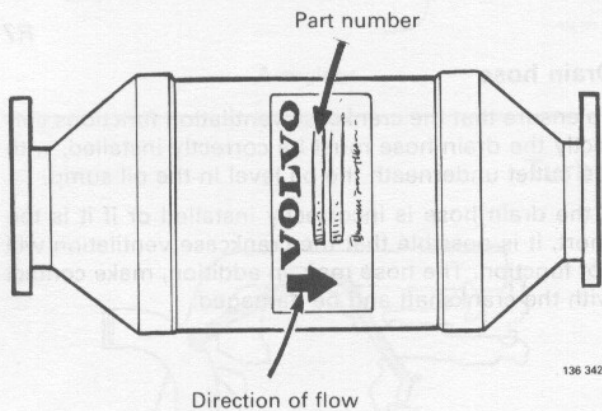
Parts of a later design were introduced on models 1983. If need be, these can also be installed on cars of an earlier model.

Flame trap of a later design has larger channels and a larger diameter than those of a previous design.

Note (Applies to both designs)

- The flame trap must be checked and, if necessary, cleaned/replaced at ordinary service intervals.
- The flame trap must be **positioned in the T-piece**.

S. Catalytic converter

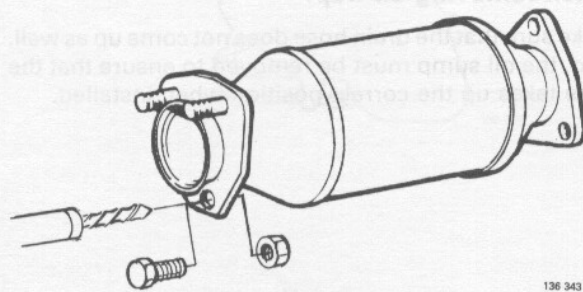


S1

Type of catalytic converter fitted to vehicle depends on engine type, model and market.

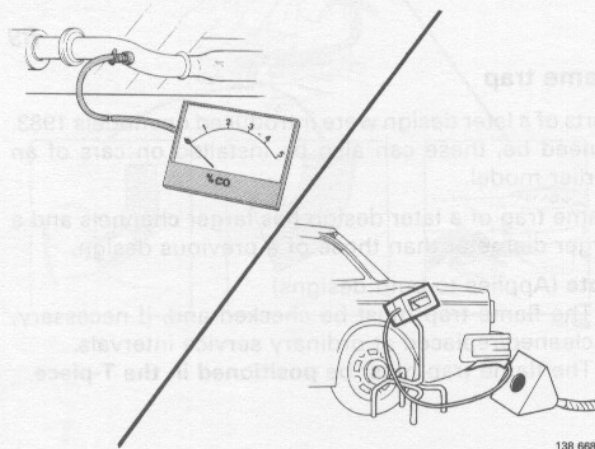
There is a plate on the converter, giving the part number and other data.

Most designs also have an arrow indicating the direction of flow.



S2

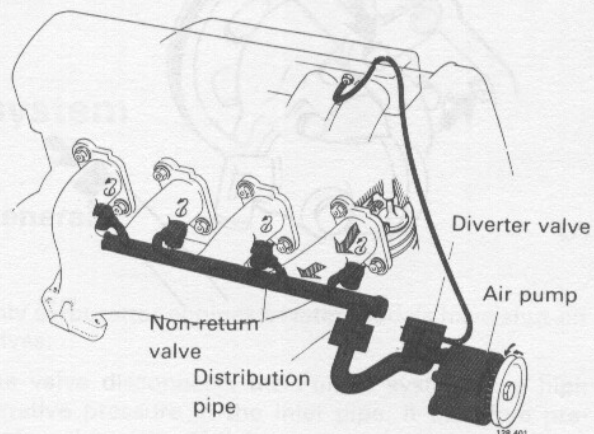
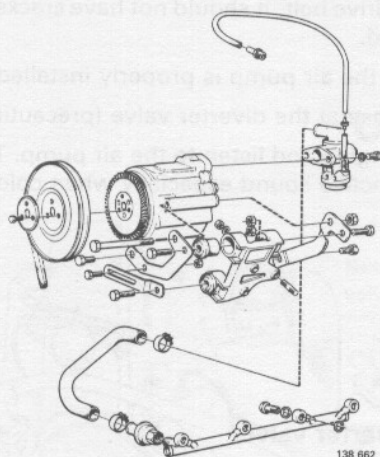
Some catalytic converters are fixed by means of a stud. Do not replace the converter if the stud is broken. Drill out the stud instead and install a through-going bolt and nut.



S3

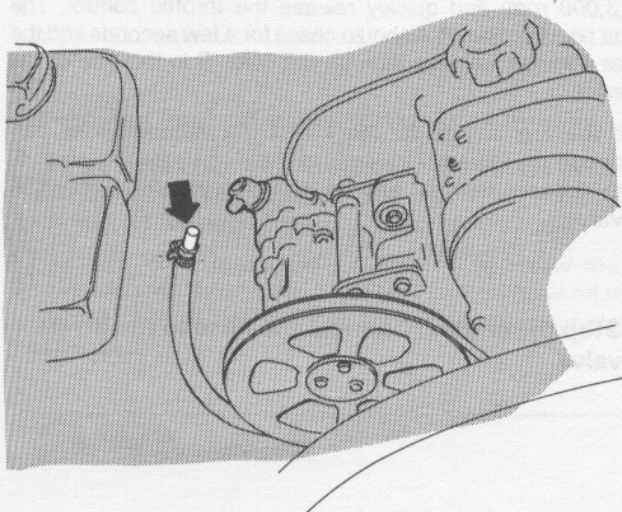
The efficiency of the converter can be checked by measuring and comparing the CO content in front of and behind the converter.

T. Air pump



IMPORTANT

- The air pump must not be dismantled or lubricated. If faulty, it must be replaced as a complete unit.
- Never block the outlet from the diverter valve because this may damage the air pump.



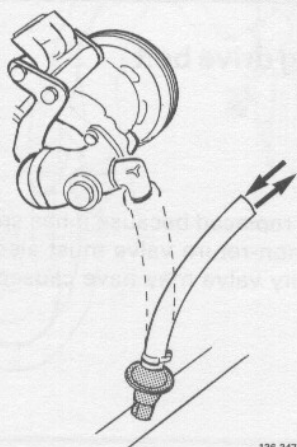
T1

General

The air pump must be disconnected and plugged when checking/adjusting the CO content, since the values will otherwise be incorrect.

IMPORTANT

Under no circumstances must the CO content be adjusted after the air pump has been connected.



Checking system function

Operations T2-5.

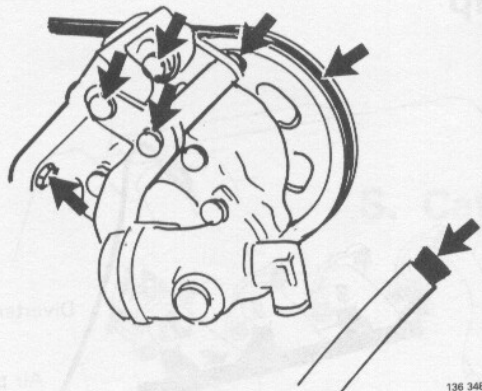
T2

Check non-return valve

Remove the hose from the diverter valve.

Blow and suck alternately in the hose to check the function of the non-return valve.

T3



Check air pump with drive belt

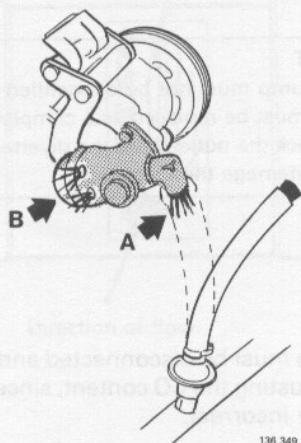
Check the drive belt; it should not have cracks, be worn or damaged.

Check that the air pump is properly installed.

Plug the hose at the diverter valve (precaution).

Start the engine and listen to the air pump. The pump has a distinctive sound especially when cold.

T4



Check diverter valve

The hose from the diverter valve must be plugged.

Let the engine idle. Air should now be blown out from the outlet of the diverter valve (A).

Increase the engine speed to approximately 50 rps (3,000 rpm) and quickly release the throttle control. The air flow from outlet A should cease for a few seconds and the air should come out through the holes B in the side of the valve.

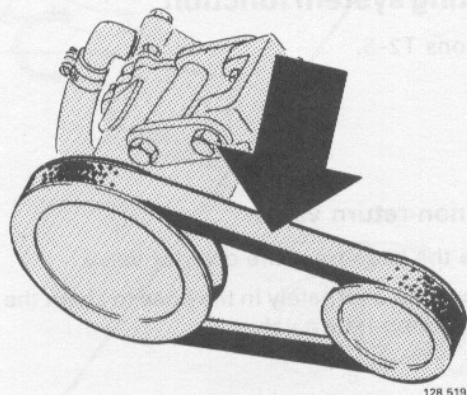
If there is any fault, check first the vacuum hose between the diverter valve and the engine's inlet pipe. If the hose is without any faults, test with a new diverter valve.

T5

Stop the engine. Connect the hose to the diverter valve

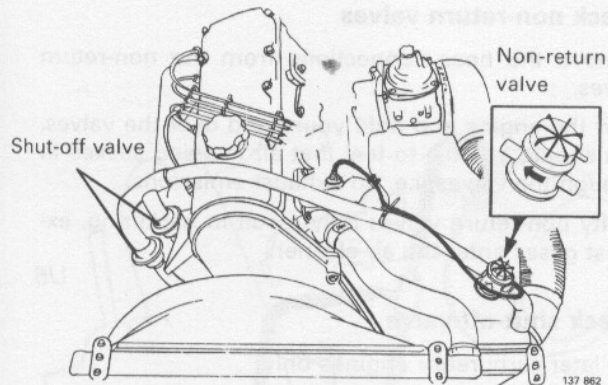
Changing drive belt

T6



If the belt is replaced because it has snapped, the function of the non-return valve must also be checked because a faulty valve may have caused the damage.

U. Pulsair system



General

U1

Only carburettor engines of later models have shut-off valves.

The valve disconnects the Pulsair system at a high negative pressure in the inlet pipe. It therefore prevents exhaust "puffs" from occurring when shifting gears and braking with the engine.

If necessary the valve can be installed on older carburettor engines, see below.

Installing shut-off valve on previous models

U2

Cut the hose from the air cleaner to the Pulsair system and shorten it approximately 30 mm (1.2 in). Do this some distance away from the bend on the hose.

Push the valve into position. **Note!** The arrow must point towards the engine. Install the control hose on the valve. The length of the hose should be approximately 550 mm (22 in).

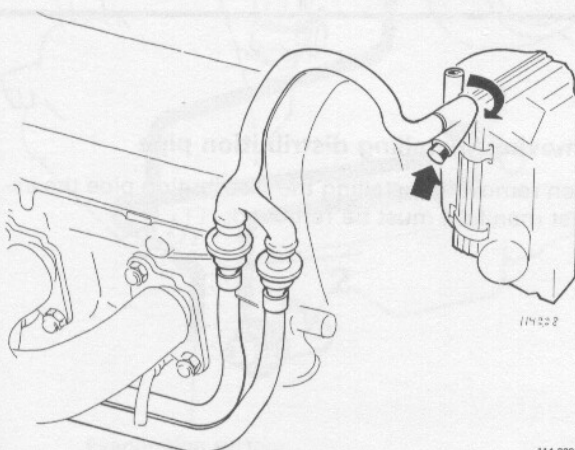
Cars with **manual transmission:**

Remove the plug from the inlet pipe and screw the nipple into position.

Cars with **automatic transmission:**

Cut existing hose to the inlet pipe. Install a T-nipple on the hose.

Connect the control hose and clamp this with tie clamps.



Checking/adjustment CO contact

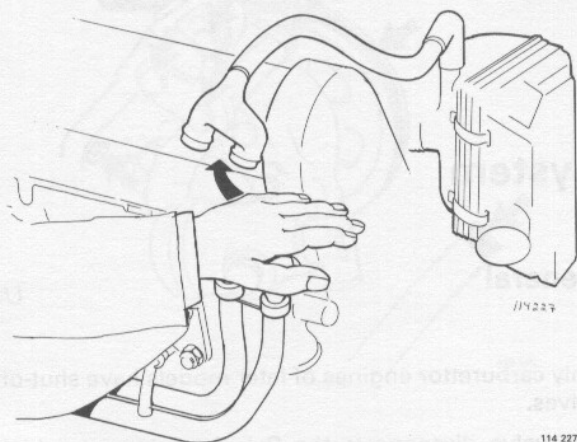
U3

The Pulsair system must be disconnected and plugged when checking/adjusting the CO content, since the values would otherwise be incorrect.

When the system is connected the CO content should drop.

IMPORTANT

Under no circumstances must the CO content be adjusted with the Pulsair system connected.



Checking system

U4

Check that:

- all connections are tightened and not leaking
- hoses are intact

U5

Check non-return valves

Remove the hose connections from the non-return valves.

Start the engine and hold your hand over the valves. You should be able to feel that air is being sucked in through the valves, i.e. no exhaust emissions.

Faulty non-return valves may result in backfiring, exhaust gases enter the air cleaner.

U6

Check shut-off valve

(on later carburettor engines only)

Check that the shut-off valve is open when the engine is idling.

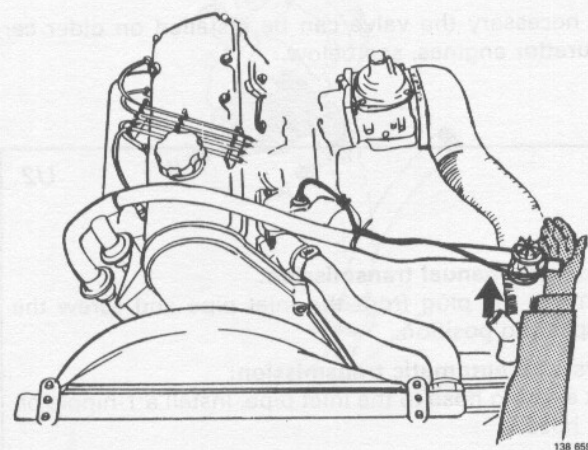
- remove the hose from the air filter
- cover (block) the hose with your hand. The CO content should increase
- reconnect the hose

If the valve does not open when the engine is idling the reason may be:

- faulty valve
- high negative pressure in the inlet pipe (may be caused by too large a valve clearance or too-early ignition)

When decelerating (high negative pressure in the inlet pipe) the shut-off valve should close.

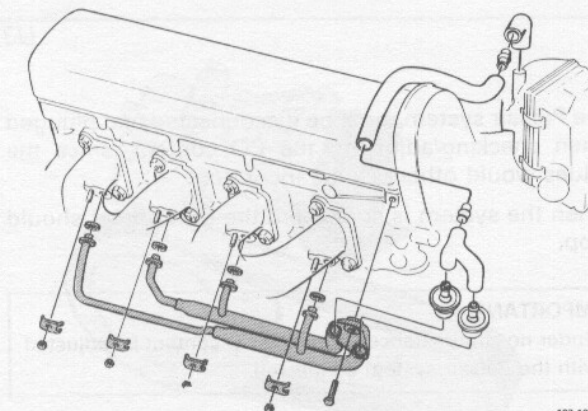
If the valve does not close this may result in exhaust "puffs" when decelerating and when shifting gears.



U7

Removing/installing distribution pipe

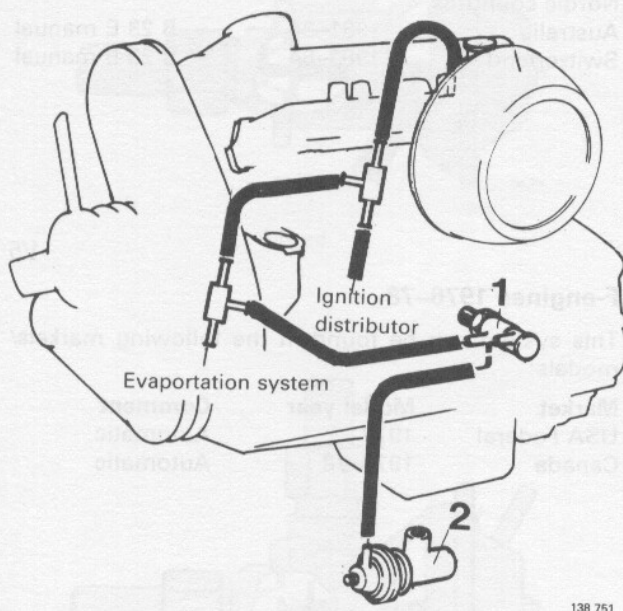
When removing/installing the distribution pipe the exhaust manifold must be removed.



V. Exhaust recirculation (EGR)

ON/OFF system

A-engines

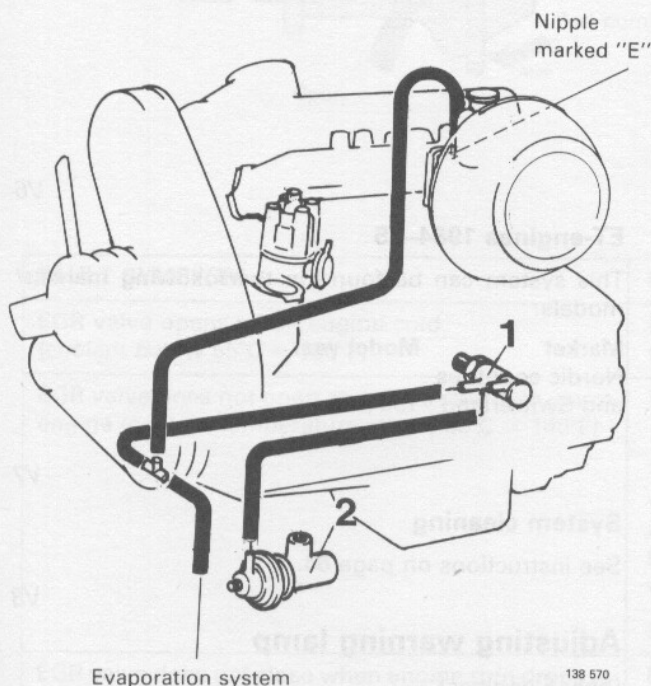


1978-81

This system can be found in the following markets/models.

Market	Model year	Comments
Canada	1978-80	Automatic
Canada	1981	Manual
Australia	1979-80	Automatic
Australia	1981	Manual
Nordic countries	1981	Manual

V1



1982-84

This system can be found in the following markets/models:

Market	Model year	Comments
Canada	1982-84	Manual
Australia	1982-84	Manual
Nordic countries	1982-84	Manual
Switzerland	1983-84	Manual

V2

Cleaning system

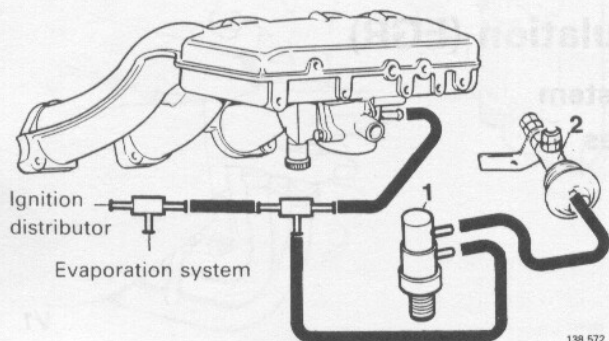
See instructions on page 64.

V3

Evaporation system

138 570

ON/OFF system E/F and ET-engines

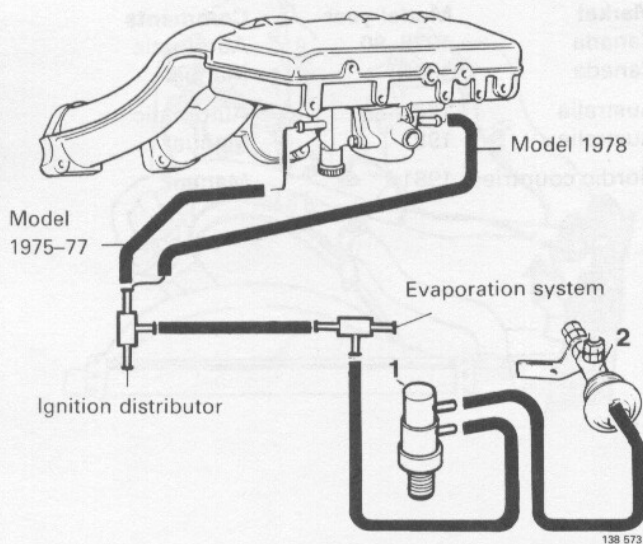


V4

E-engines 1981-84

This system can be found in the following markets/models:

Market	Model year	Comment
Canada	1981-83	B 23 E manual
Nordic countries,	1981-84	B 23 E manual
Australia	1983-84	B 23 E manual
Switzerland		

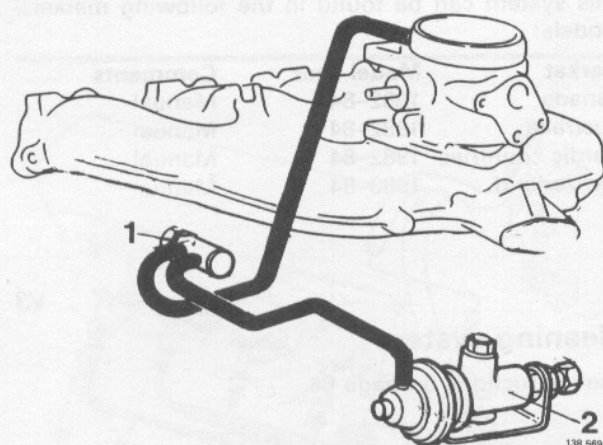


V5

F-engines 1976-78

This system can be found in the following markets/models:

Market	Model year	Comment
USA Federal	1976	Automatic
Canada	1976-78	Automatic



V6

ET-engines 1984-85

This system can be found in the following markets/models:

Market	Model year
Nordic countries and Switzerland	1984-85

V7

System cleaning

See instructions on page 64.

V8

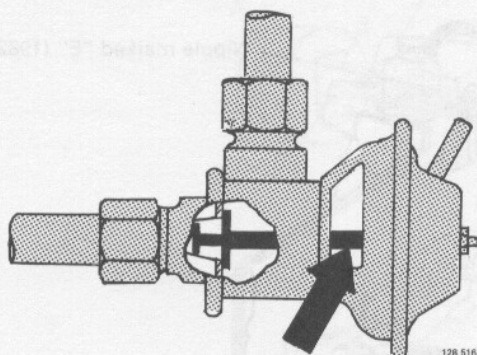
Adjusting warning lamp

(only F-engines)

See instructions on page 65.

Function test

V9



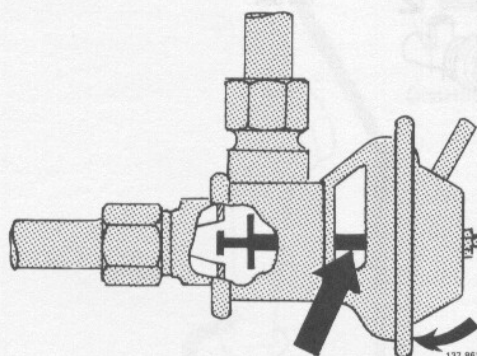
Closed

EGR valve should only open at part throttle with warm engine. To check function of valve, observe movement of link rod at different engine rpm and temperatures.

Note! It may be difficult at times to determine whether the valve closes completely. The only way to check this is to remove the pipe between the valve and the inlet manifold and to feel if the valve is leaking.

A valve which is open when the engine is idling results in uneven idling, and the engine may also stall.

V10



Open

Part number

Check that EGR valve:

- is closed at all engine rpm with cold engine, i.e., coolant temperature **below 55°C (130°F)**
 - opens at part throttle with warm engine, i.e., coolant temperatures **above 60°C (140°F)**
- Vehicles with delay valve: EGR valve opens approx. 2 seconds after engine is accelerated
- closes when engine speed drops to idle

IMPORTANT

EGR valves exist in various designs (different opening pressures, flow).

Ensure that correct valve is used.

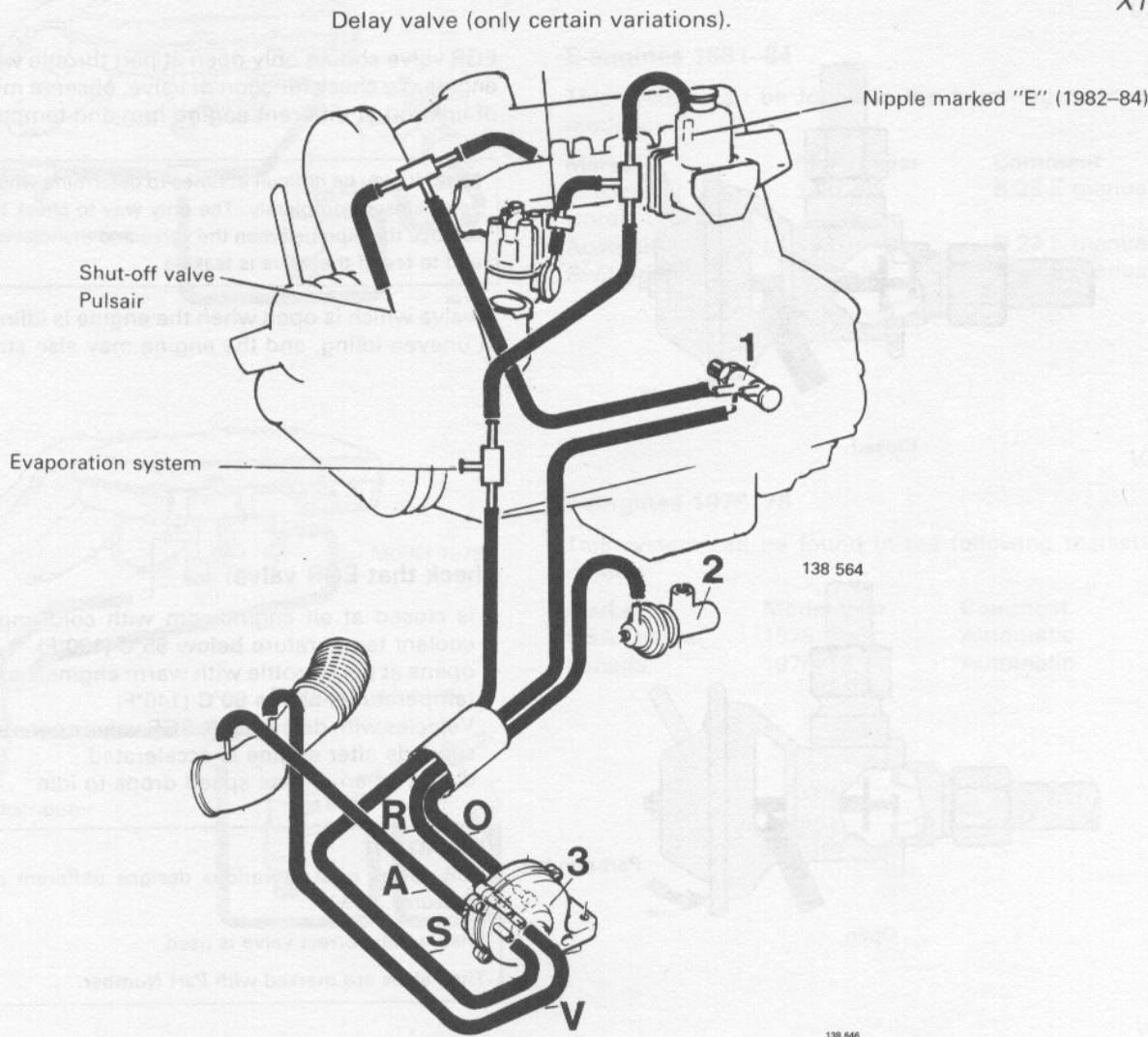
The valves are marked with Part Number.

V11

FAULT SYMPTOM	PROBABLE CAUSE/REMEDY
EGR valve opens when engine cold (coolant below 55°C = 130°F)	Defective thermostat valve. Replace. Thermostat valve must open at 55–60°C (130–140°F).
EGR valve does not open at part throttle with warm engine (coolant temperature above 60°C = 140°F)	Vacuum hoses defective, kinked or incorrectly connected.
	Thermostat valve does not open. Test by removing vacuum hose from EGR valve and blowing through hose into valve. Note! On vehicles with delay valve, disconnect hose after valve and check as above.
	EGR valve seized. Clean/replace valve.
EGR valve does not close when engine rpm drops to idle	EGR valve seized. Clean/replace valve.

X. Exhaust recirculation (EGR)
STEPLESS System
A-engines

X1



1981-84
This system is to be found in the following markets:

Market	Model year	Comments
Canada	1981-84	Automatic
Nordic countries	1981-84	Automatic
Australia	1981-84	Automatic
Switzerland	1983-84	Automatic

X2

Checking/trouble-shooting system
See instructions, page 12.

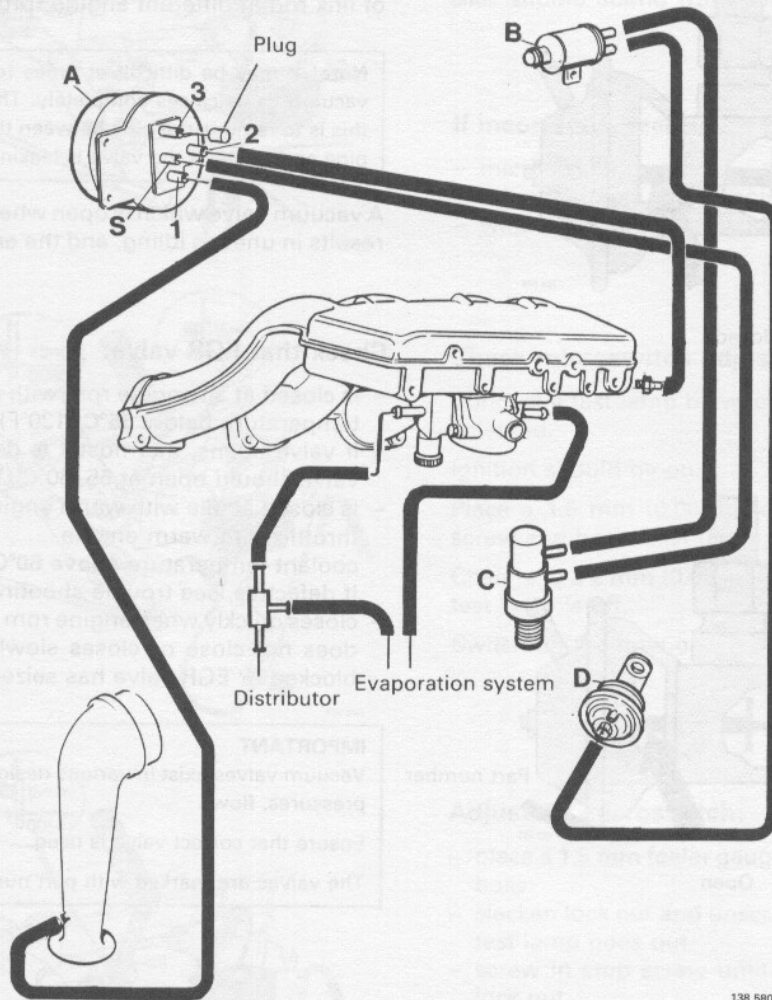
X3

Cleaning the system
See instructions, page 64.

Y. Exhaust recirculation (EGR)

STEPLESS System type 1

F-engines



138 580

1976-77

This system is to be found in the following markets:

Market	Model year	Comments
Japan	1976-77	
USA, California	1976	Early models

Y1

Cleaning the system

See instructions, page 64.

Y2

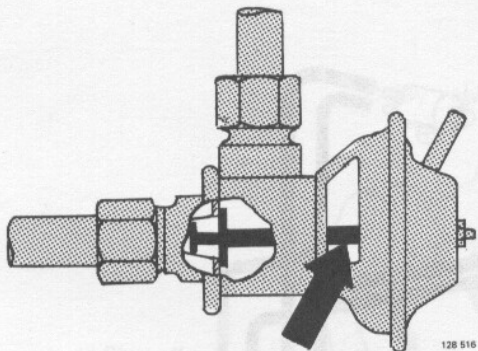
Adjusting warning lamp

See instructions, page 65.

Y3

Function check

Y4



Closed

EGR valve should only open at part throttle with warm engine. To check function of valve, observe movement of link rod at different engine rpm and temperatures.

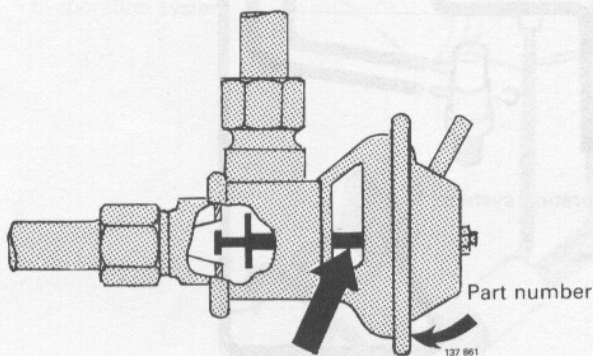
Note! It may be difficult at times to determine whether vacuum valve closes completely. The only way to check this is to remove the pipe between the valve and the inlet pipe and to feel if the valve is leaking.

A vacuum valve which is open when the engine is idling results in uneven idling, and the engine may also stall.

Y5

Check that EGR valve:

- is closed at all engine rpm with cold engine, coolant temperature **below 55°C (130°F)**
If valve opens, thermostat is defective. Thermostat valve should open at 55–60°C (130–140°F)
- is closed at idle with warm engine and opens at part throttle with warm engine
coolant temperature **above 60°C (140°F)**.
If defective, see trouble shooting section
- closes quickly when engine rpm drops to idle. If valve does not close or closes slowly, solenoid valve is blocked or EGR valve has seized.



Open

IMPORTANT

Vacuum valves exist in various designs (different opening pressures, flow).

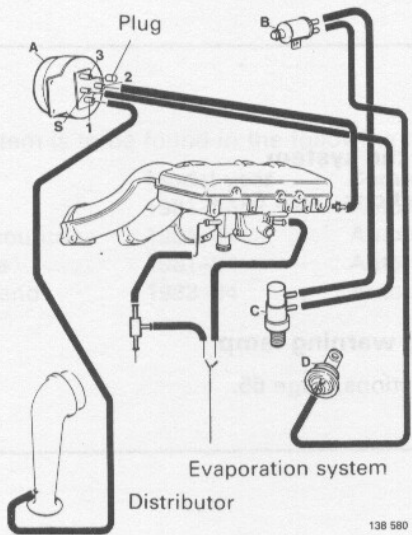
Ensure that correct valve is used.

The valves are marked with part number.

Trouble-shooting Defective EGR system with warm engine

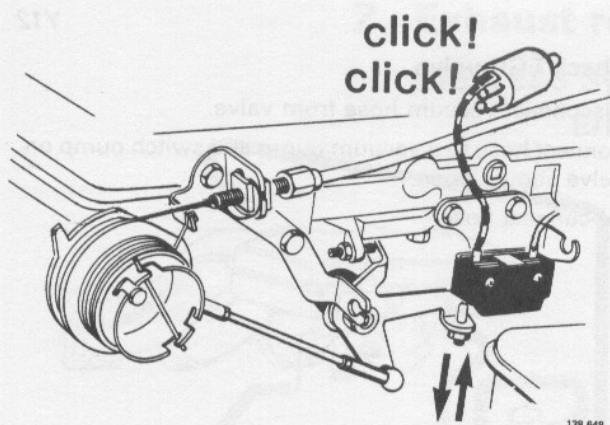
Operations Y6–14

Y6



Check hoses and connections

Check that the vacuum hoses are intact, correctly connected and that they are not pinched.



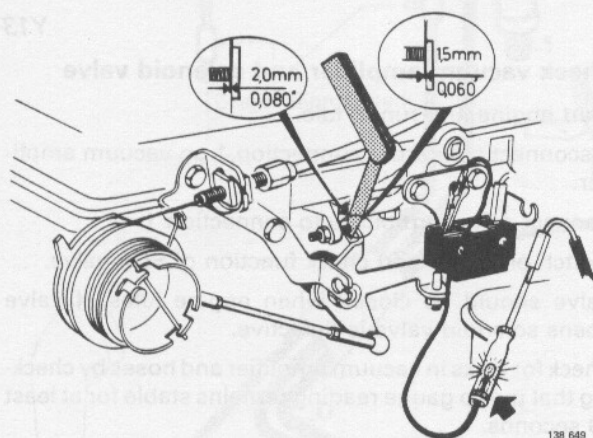
Check microswitch and solenoid valve

Turn on ignition.

Press microswitch to make/break circuit to solenoid. A click should sound from solenoid.

If incorrect, check:

- microswitch ground
- current supply to solenoid
- wire between microswitch and solenoid



Check microswitch adjustment

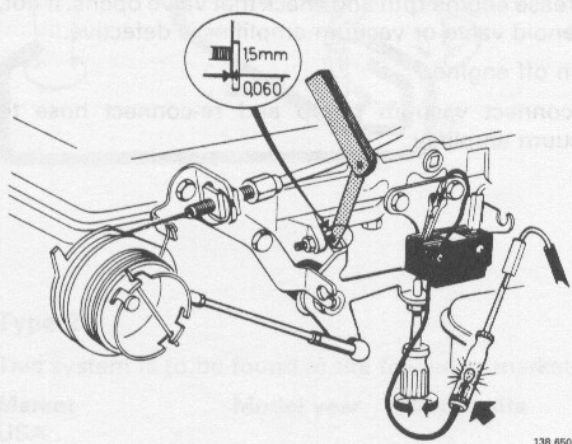
Connect a test lamp between microswitch and wire to solenoid.

Ignition should be on.

Place a **1.5 mm** (0.06 in) feeler gauge between stop screw and boss. Test lamp should **light up**.

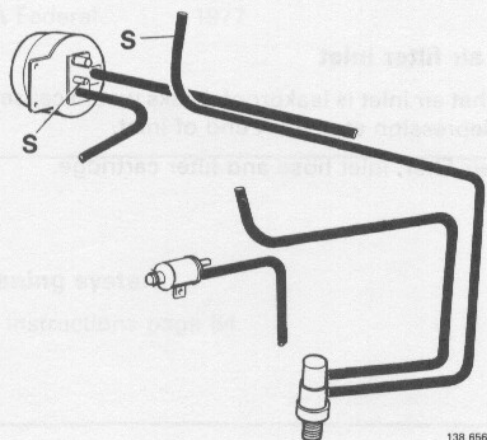
Change to a **2 mm** (0.08 in) feeler gauge and check that test lamp is **off**.

Switch off the ignition.



Adjusting microswitch:

- place a **1.5 mm** feeler gauge between stop screw and boss.
- slacken lock nut and unscrew **upper** stop screw until test lamp goes out
- screw in stop screw until lamp just lights. Tighten lock nut
- check adjustment according to Y9



Check thermostat valve

Disconnect thermostat valve hoses from 'S' on vacuum amplifier and from solenoid valve.

Blow through valve to check that it is open. **Note!** Engine must be warm, i.e., above 60°C (140°F).

Re-connect hose to solenoid valve.

Y7

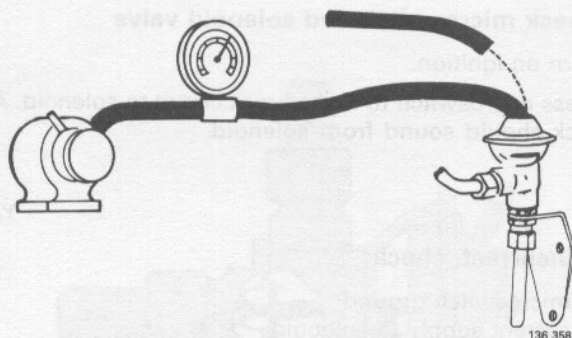
Y8

Y9

Y10

Y11

Y12



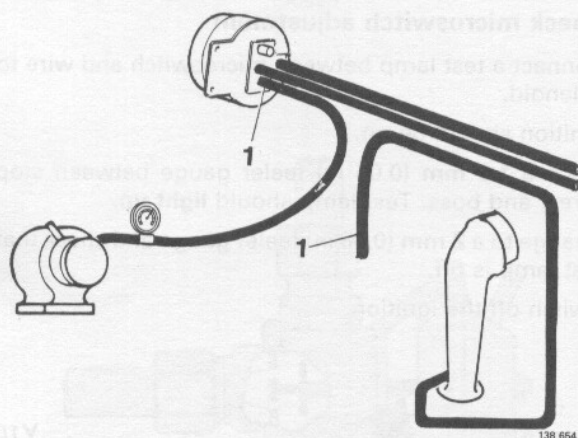
Check EGR valve

Disconnect vacuum hose from valve.

Connect hose to a vacuum pump and switch pump on. Valve should open.

Re-connect hose.

Y13



Check vacuum amplifier and solenoid valve

Start engine and run at idle.

Disconnect hose from connection 1 on vacuum amplifier.

Connect a vacuum pump to connection 1.

Switch on pump and check function of EGR valve.

Valve should be closed when engine idles. If valve opens solenoid valve is defective.

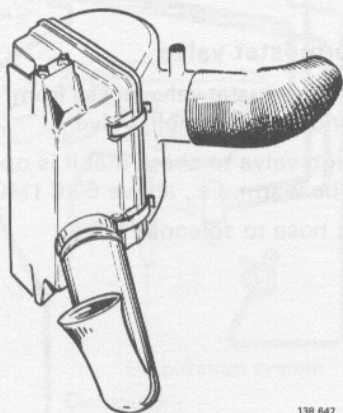
Check for leaks in vacuum amplifier and hoses by checking that pump gauge reading remains stable for at least 10 seconds.

Increase engine rpm and check that valve opens. If not, solenoid valve or vacuum amplifier is defective.

Turn off engine.

Disconnect vacuum pump and re-connect hose to vacuum amplifier.

Y14



Check air filter inlet

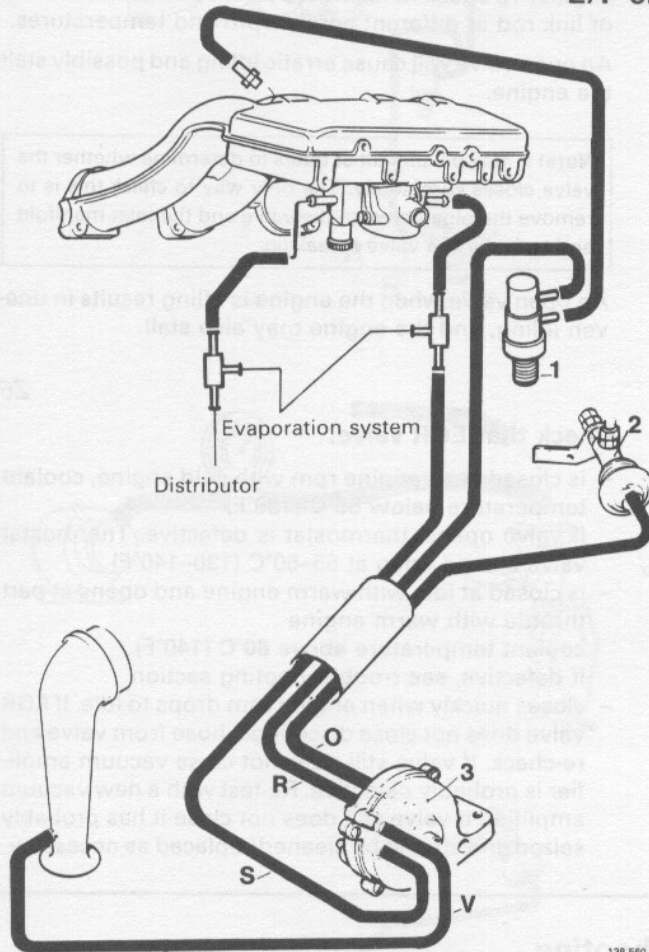
Check that air inlet is leakproof. Leaks would cause too low a depression at venturi end of inlet.

Check air filter, inlet hose and filter cartridge.

Z. Exhaust recirculation (EGR)

STEPLESS System types 2 and 3

E/F-engines



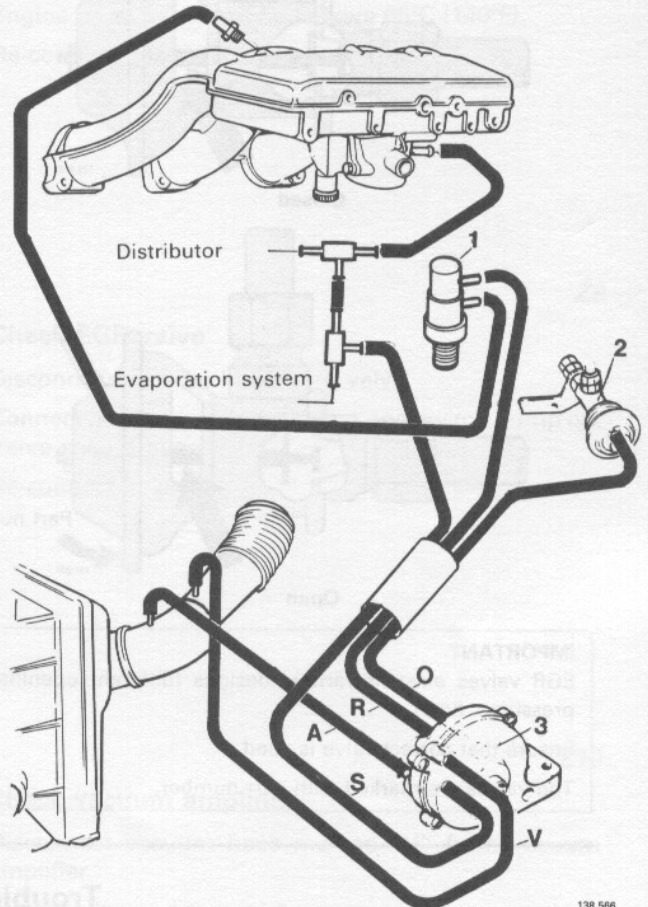
138 560

Z1

Type 2

This system is to be found in the following markets:

Market	Model year	Comments
USA		
California	1976	Late model
USA Federal	1977	



138 566

Z2

Type 3

This system is to be found in the following markets:

Market	Model year	Comments
USA Federal	1978-79	B 21 F
Canada	1981-83	B 23 E automatic
Australia	1981-84	B 23 E automatic
Nordic countries		
Switzerland	1983-84	B 23 E automatic

Z3

Cleaning system

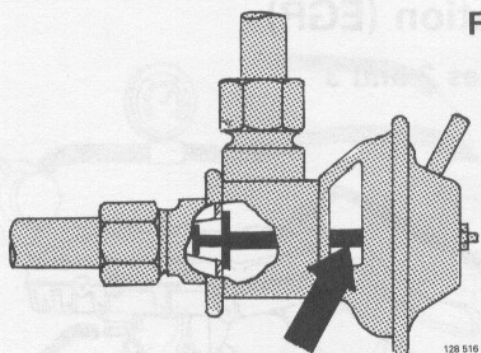
See instructions page 64.

Z4

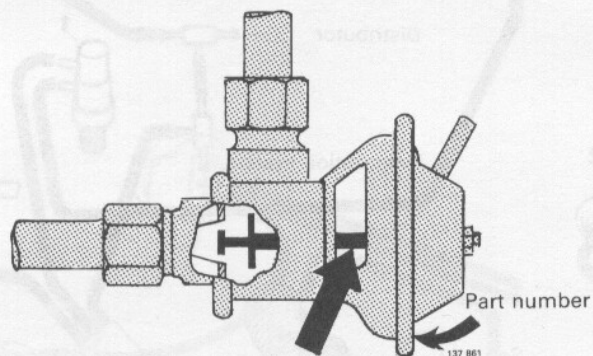
Resetting warning lamp

(Only F-engines)

See instructions page 65.



Closed



Open

IMPORTANT

EGR valves exist in various designs (different opening pressures, flow).

Ensure that correct valve is used.

The valves are marked with part number.

Function check

Z5

EGR valve should only open at part throttle with warm engine. To check function of valve, observe movement of link rod at different engine rpm and temperatures.

An open valve will cause erratic idling and possibly stall the engine.

Note! It may be difficult at times to determine whether the valve closes completely. The only way to check this is to remove the pipe between the valve and the inlet manifold and to feel if the valve is leaking.

An open valve when the engine is idling results in uneven idling, and the engine may also stall.

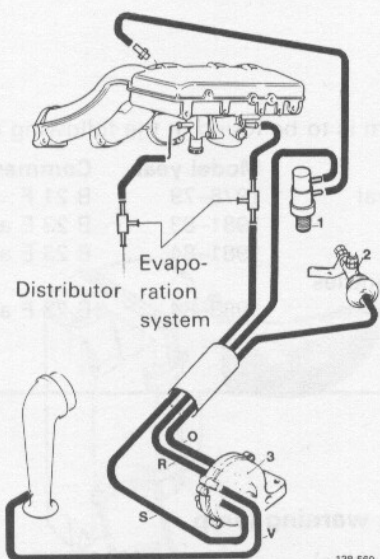
Z6

Check that EGR valve:

- is closed at all engine rpm with cold engine, coolant temperature **below 55°C (130°F)**
If valve opens, thermostat is defective. Thermostat valve should open at 55–60°C (130–140°F)
- is closed at idle with warm engine and opens at part throttle with warm engine
coolant temperature **above 60°C (140°F)**.
If defective, see troubleshooting section
- closes quickly when engine rpm drops to idle. If EGR valve does not close disconnect hose from valve and re-check. If valve still does not close vacuum amplifier is probably defective. Re-test with a new vacuum amplifier. If valve still does not close it has probably seized and should be cleaned/replaced as necessary.

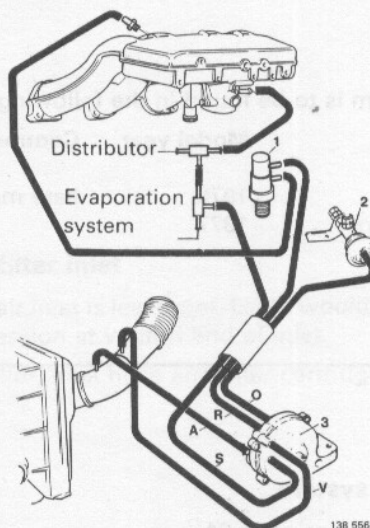
Trouble shooting
Defective EGR system with warm engine

Operations Z7–11



Check hoses and connections

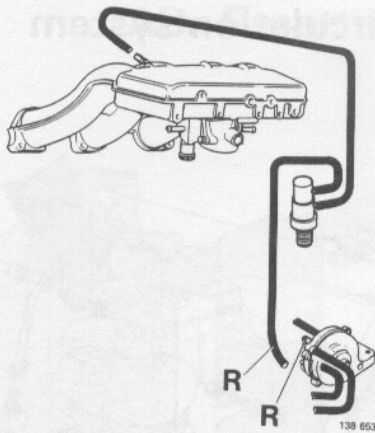
Check that the vacuum hoses are intact, correctly connected and that they are not pinched. Check also the



vacuum hoses indirectly connected to the system, such as the hose to the distributor.

Z7

Z8



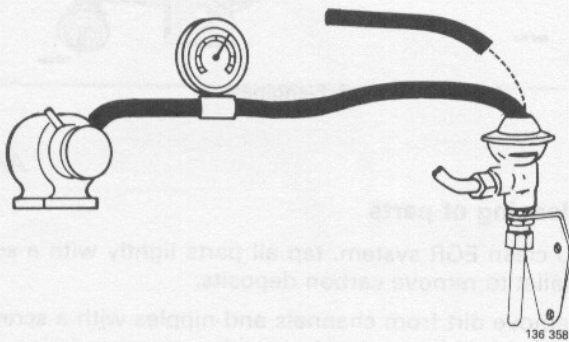
Check thermostat valve

Disconnect thermostat valve hoses from intake manifold and connection 'R' on vacuum amplifier.

Blow through valve to check that it is open. **Note!** Engine must be warm, i.e., above 60°C (140°F).

Re-connect hoses.

Z9



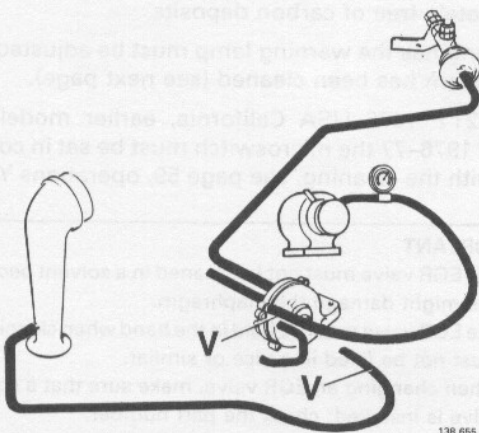
Check EGR valve

Disconnect vacuum hose from valve.

Connect hose to a vacuum pump and switch pump on. Valve should open.

Re-connect hose.

Z10



Check vacuum amplifier

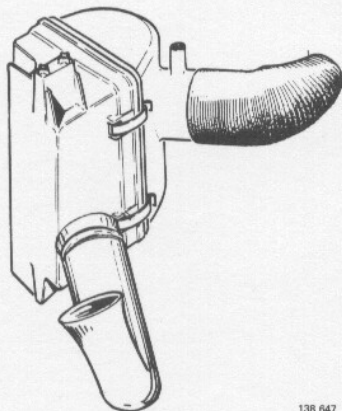
Disconnect vacuum hose marked "V" from vacuum amplifier.

Start engine and run at idle.

Connect a vacuum pump to vacuum amplifier connection 'V' and start pump. EGR valve should open if vacuum amplifier is functioning correctly.

Turn off engine and re-connect hose 'V'.

Z11



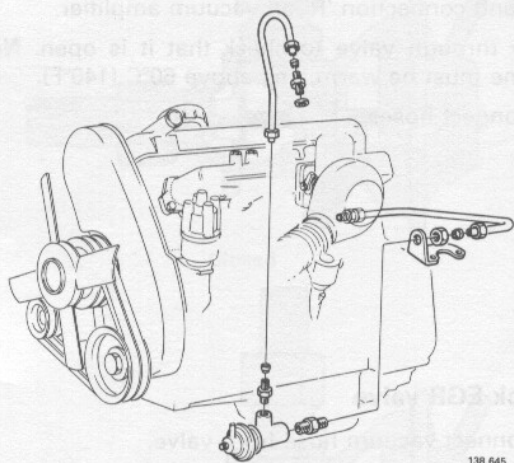
Check air filter inlet

Check that air inlet is leakproof. Leaks would cause too low a depression at venturi end of inlet.

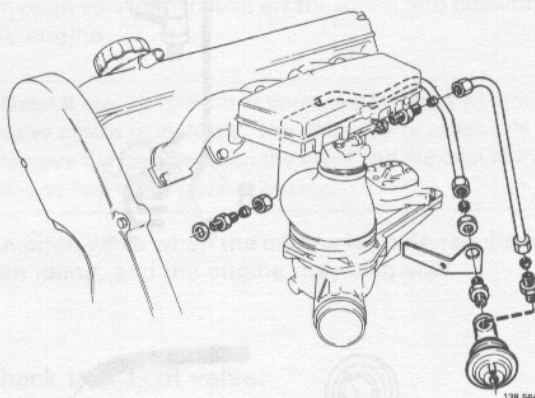
Check air filter, inlet hose and filter cartridge.

AA. Cleaning of exhaust gas recirculation system

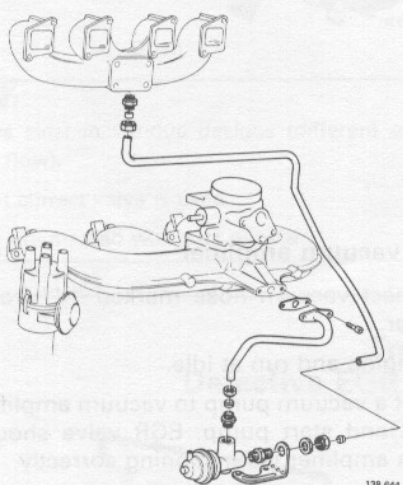
Applies to all systems



A-engines



E/F-engines



ET-engines

AA1

Cleaning of parts

To clean EGR system, tap all parts lightly with a soft mallet to remove carbon deposits.

Remove dirt from channels and nipples with a screwdriver and blow parts clean with compressed air.

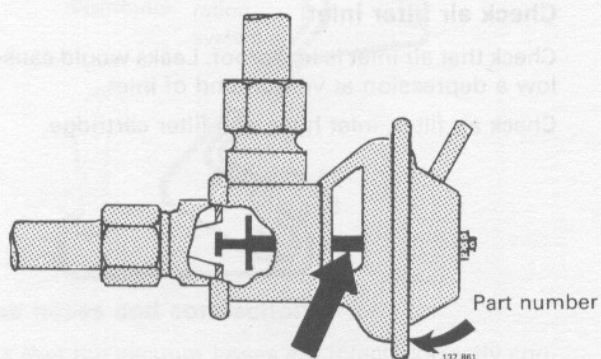
Check in particular that the valve seat in the EGR valve is completely free of carbon deposits.

On F-engines the warning lamp must be adjusted after the system has been cleaned (see next page).

On B 21 F 1976 USA California, earlier model, and Japan 1976-77 the microswitch must be set in connection with the cleaning, see page 59, operations Y7-10.

IMPORTANT

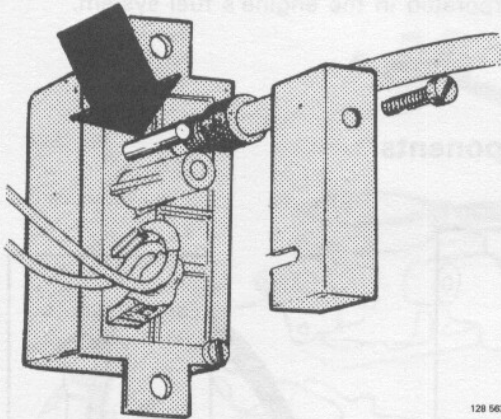
- The EGR valve must not be cleaned in a solvent because this might damage the diaphragm.
- The EGR valve must be held in the hand when cleaning. It must not be fixed in a vice or similar.
- When changing an EGR valve, make sure that a correct valve is installed; check the part number.



AB. Resetting dashboard indicator lamp

F engines only

AB1



Indicator lamp will light each time the exhaust gas recirculation system is due for service

Lamp is actuated by a switch connected to car odometer and mounted on back of speedometer.

To reset switch, remove cover (shown adjacent) and depress white push button (arrowed).

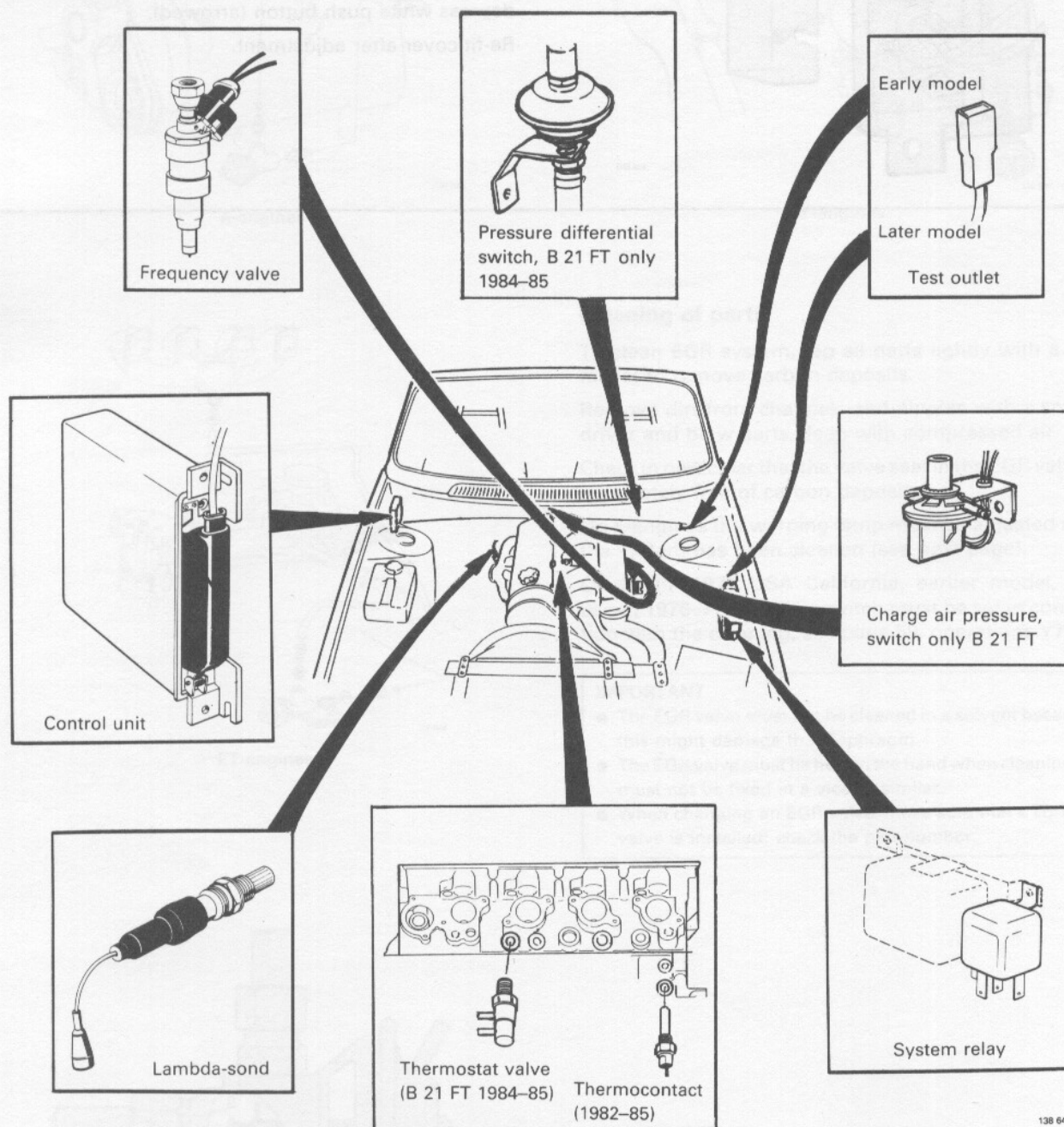
Re-fit cover after adjustment.

AC. Lambda-sond system

Applies to B 21 F/FT-engines with CI fuel injection system. Engines with LH-jetronic fuel injection system do not have separate Lambda-sond system, as it is incorporated in the engine's fuel system.

AC1

Positioning of components

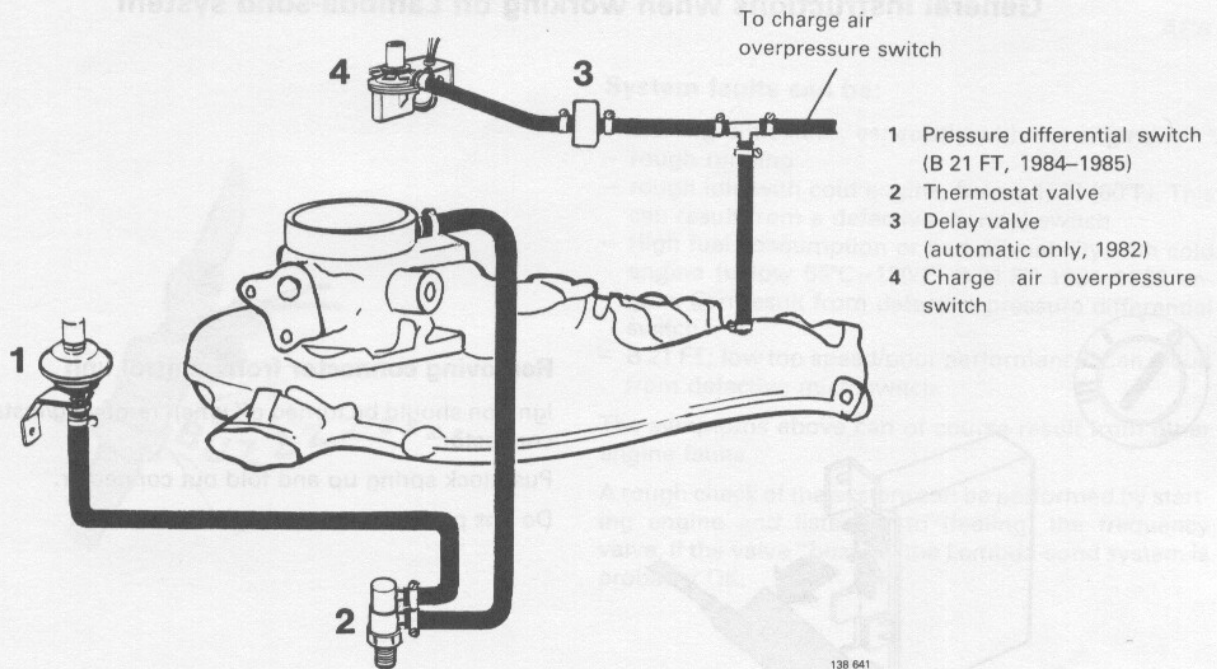


138 642

Connection of vacuum hoses

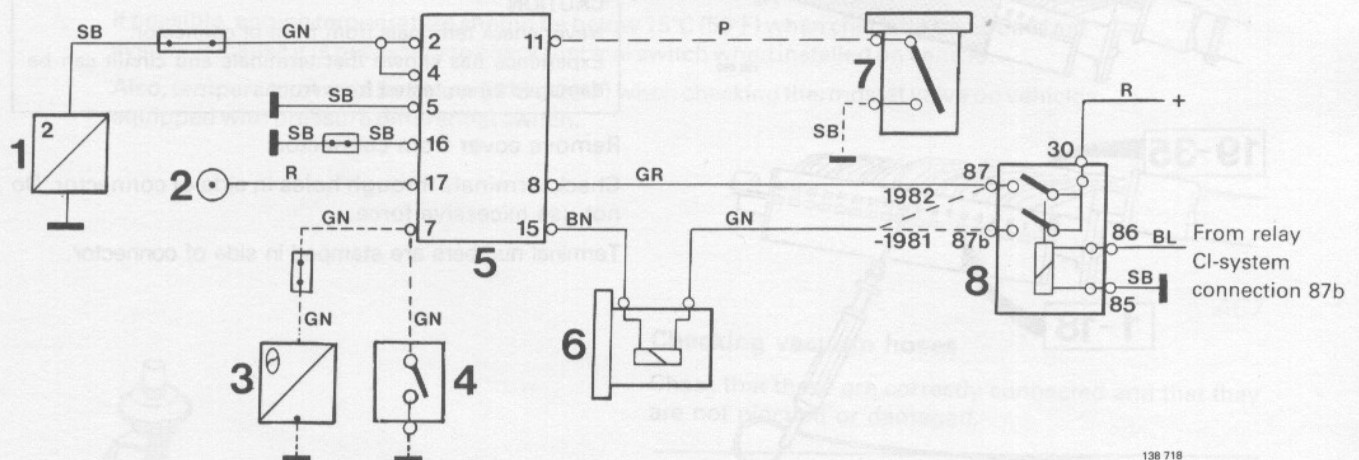
For pressure differential switch and charge air pressure switch

AC2



Wiring diagram

AC3



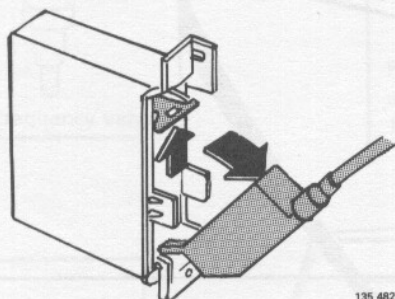
Colour coding

SB = black	R = red
GR = grey	BN = brown
W = white	BL = blue
GN = green	P = pink

List of components

- 1 Lambda-sond
- 2 Test outlet
- 3 Thermal switch (1982)
- 4 Charge air pressure switch (only B 21 FT)
- 5 Control unit
- 6 Frequency valve
- 7 Pressure differential switch (B 21 FT only, 1984–1985)
- 8 System relay

General instructions when working on Lambda-sond system



135 482

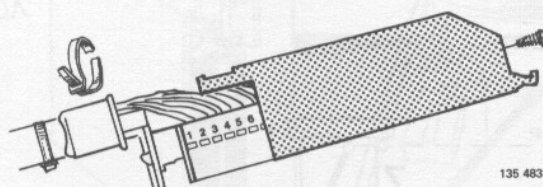
AC4

Removing connector from control unit

Ignition should be turned off when removing/installing connector.

Push lock spring up and fold out connector.

Do **not** pull connector straight out.



135 483

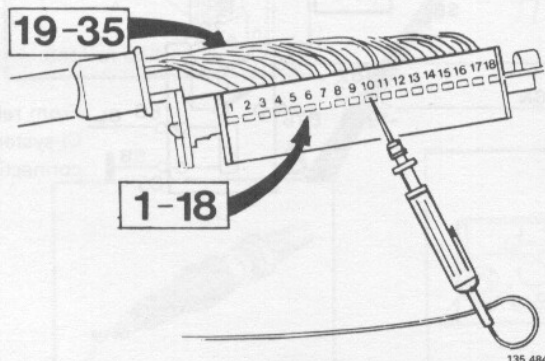
AC5

Checking terminals

CAUTION

Never check terminals from front of connector.

Experience has shown that terminals and circuit can be damaged when tested from front.



135 484

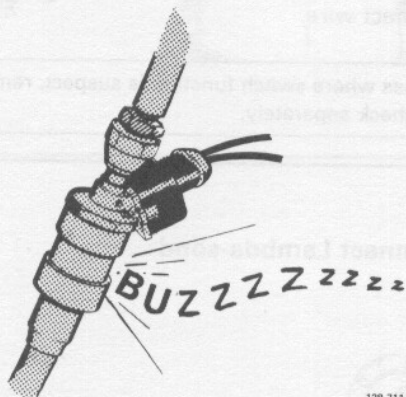
Remove cover from connector.

Check terminals through holes in side of connector. Do not use excessive force.

Terminal numbers are stamped in side of connector.

Fault symptoms

AC6



128 711

System faults can be:

- starting difficulties, especially with hot engine
- rough running
- rough idle with cold engine, below 15°C (60°F). This can result from a defective thermal switch
- High fuel consumption or bad driveability with cold engine (below 55°C=130°F) B 21 FT 1984-1985 engine. Can result from defective pressure differential switch
- B 21 FT: low top speed/poor performance. Can result from defective microswitch.

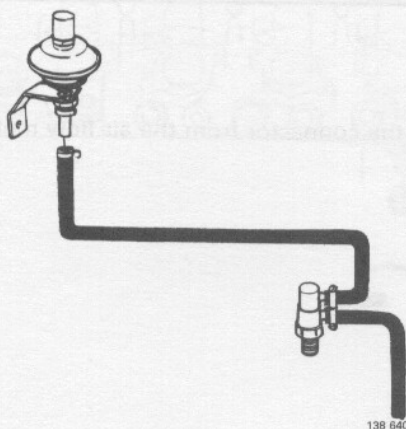
The symptoms above can of course result from other engine faults.

A rough check of the system can be performed by starting engine and listening to (feeling) the frequency valve. If the valve "buzzes" the Lambda-sond system is probably OK.

Trouble-shooting (checking) of Lambda-sond system

If possible, engine temperature should be below 15°C (50°F) when checking Lambda-sond system because it is necessary to check thermal switch when installed on vehicle.

Also, temperature must be below 50°C (120°F) when checking thermostat valve on vehicles equipped with pressure differential switch.



138 640

AC7

Checking vacuum hoses

Check that these are correctly connected and that they are not pinched or damaged.

Only B 21 FT 1984-1985

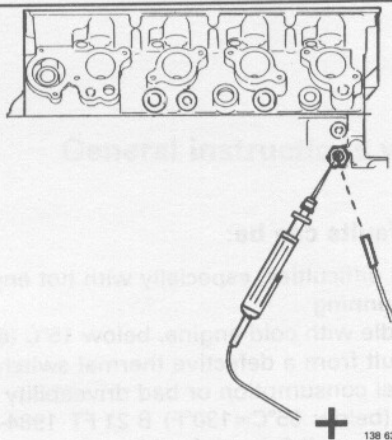
AC8

Checking thermostat valve

Coolant temperature below 50°C (120°F).

Disconnect hose from pressure differential switch and blow in hose.

Valve should be open at temperatures below 55°C (130°F).



1982-

AC9

Check thermal switch

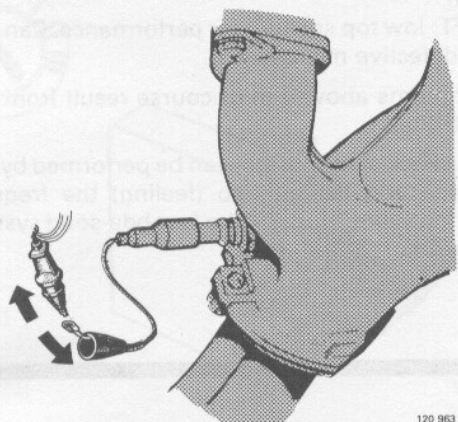
Disconnect wire from thermal switch.

Connect a test lamp between wire and a 12 V current supply.

Test lamp should **light** (switch closed) at coolant temperatures **below 15°C** (60°F) and be **off** at temperatures **above 15°C** (60°F).

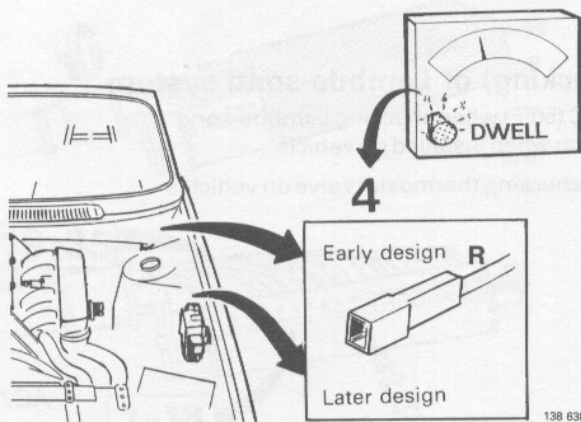
Reconnect wire.

In cases where switch function is suspect, remove switch and check separately.



AC10

Disconnect Lambda-sond



AC11

Connect a dwell meter

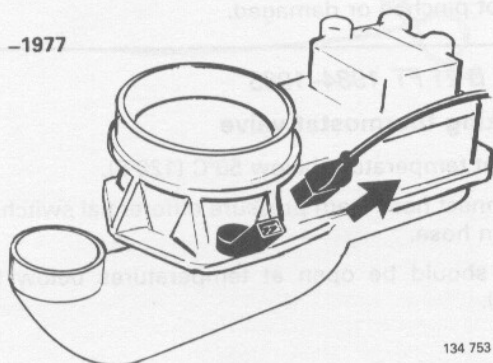
Connect red wire to test point.

Set meter to position for **4 cylinder** engine.

The dwell meter must have a measuring range of at least 70°.

Example of suitable instruments: Volvo Mono-Tester and SUN instrument of later design.

-1977



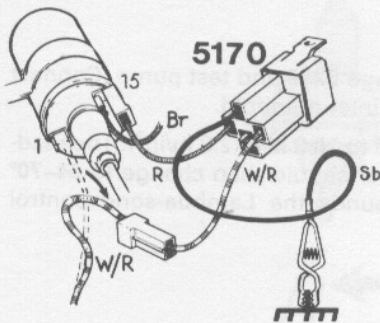
-1977

AC12

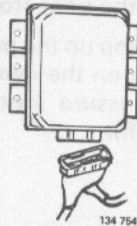
B 21 F

Remove the connector from the air flow meter.

1978-



1981-



1978-

B 21 F/FT

Connect test relay 5170.

Note! On 1981 models – (except turbo) the connector should also be removed from the ignition system control unit. Be careful; do not loosen rubber seal in the connector.

AC13

AC14

Switch on the ignition

AC15

Check meter reading and listen to frequency valve

A buzzing sound should be heard from valve and meter should show:

B 21 F	51–57°
B 21 FT	42–48°

Valve does not buzz and meter shows 0

AC27

Valve does not buzz but meter deflects

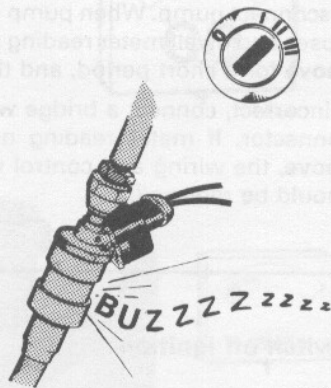
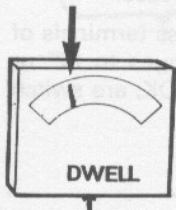
AC32

Valve buzzes but meter shows 0

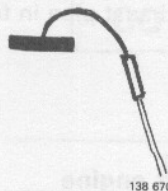
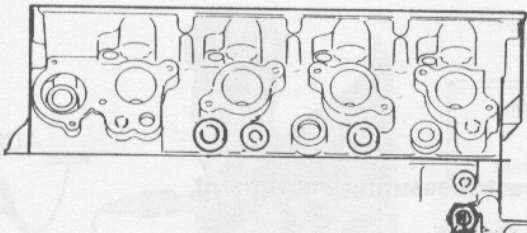
probably a break in the wire to the test point

Valve buzzes but meter reading too high

AC36



138 671



138 670

1982 models –

AC16

Check enrichment (cold engine)

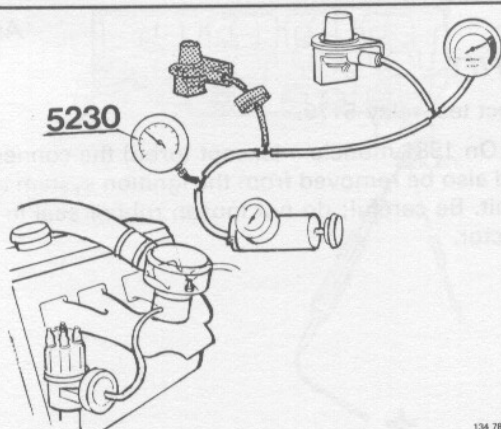
Disconnect and earth wire from thermal switch.

Dwell meter reading should change to:

B 21 F	54°
B 21 FT	64–70°

Re-connect wire.

If readings are not according to above, check wiring before testing with a new control unit.



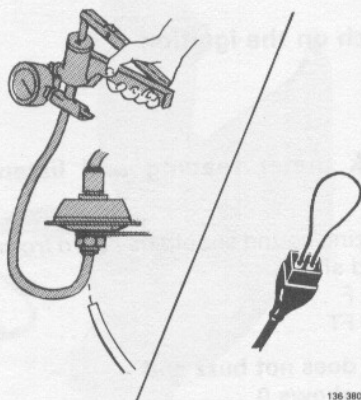
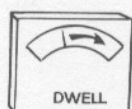
Only B 21 FT

AC17

Check enrichment

Connect pressure gauge **5230** and test pump. Connect to the hose from the inlet manifold.

Pump up the pressure to **20.3 kPa** (2.8 lb/in²). The reading on the dwell meter should then change to **64–70°** (pressure switch grounds the Lambda-sond control unit).



Only B 21 FT 1984–1985

AC18

Check acceleration enrichment

Connect a vacuum pump to pressure differential switch and start pump.

Disconnect pump. When pump is disconnected, switch closes and dwell meter reading should change to **82° or above** for a short period, and then decrease.

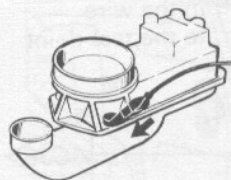
If incorrect, connect a bridge wire across terminals of connector. If meter reading now changes to **82° or above**, the wiring and control unit are OK, are switch should be replaced.



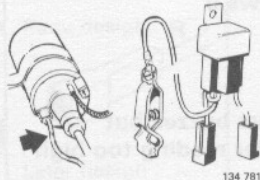
AC19

Switch off ignition

1975–1977



1978–



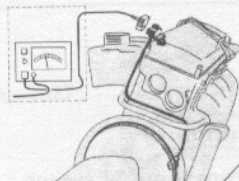
AC20

Connect wires and connector

Connect the connector to the ignition system control unit. Check that rubber seal is in place. Without the seal, water can leak in and cause oxidation etc.

1975–1977: connect connector to air flow meter.

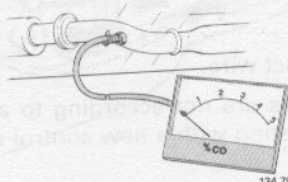
1978–: remove test relay 5170. Connect the wire to ignition coil.



AC21

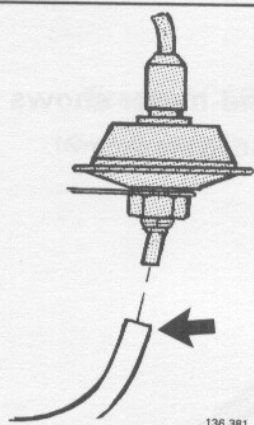
Connect measuring instrument

- rev counter
- CO meter. Connect the meter to the probe port in the exhaust pipe in front of the catalytic converter



AC22

Start engine



136 381

B 21 FT 1984-1985

AC23

Check thermostat valve

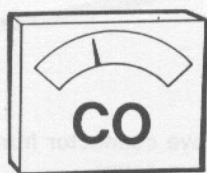
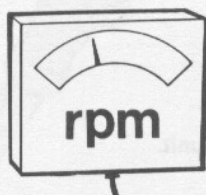
Warm-up engine and disconnect hose from pressure differential switch. Place finger over end of hose.

Thermal vacuum switch should close (i.e. no suction) at approx. 55°C (130°F).

AC24

Warm-up engine

Wait at least 5 min after coolant thermostat has opened before carrying out next step.

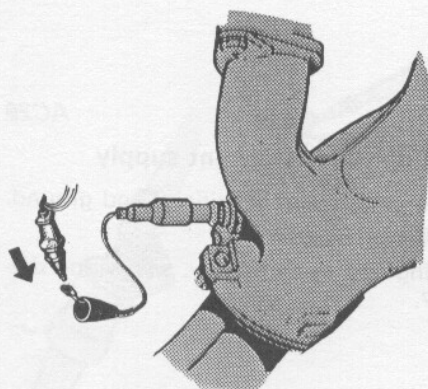


135 496

AC25

Check idle speed and CO content

Adjust if necessary.



138 669

AC26

Check Lambda-sond function

Connect Lambda-sond to dwell meter and CO meter. Check reading.

Dwell meter reading should change slightly, usually drop when sond is connected. CO level should drop to less than 1.0 %.

If neither CO content nor dwell meter reading changes:

Disconnect Lambda-sond and ground the wire. CO content and dwell angle should increase.

Wiring and control unit are OK if meter reading increases.

Re-test with a new Lambda-sond.

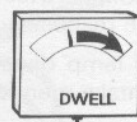
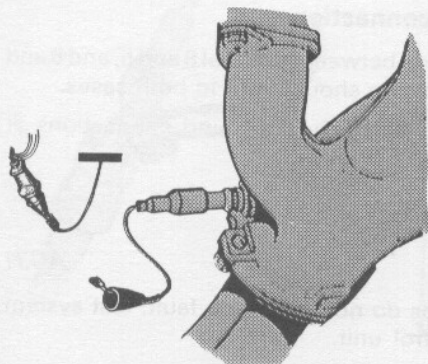
If meter reading does not change, either control unit or wiring to control unit is defective.

CO content does not change, dwell meter reading drops significantly:

This indicates a defective frequency valve. Re-test with a new valve.

CO content and dwell meter reading increase:

This indicates a defective Lambda-sond (internal short-circuit). Re-test with a new Lambda-sond.



138 672

End of test

From AC15: Frequency valve does not buzz and meter shows 0

On completion of repair proceed with operation AC16 on page 71.

AC27

Switch off ignition

AC28

Remove connector from control unit.
Remove cover

AC29

Switch on ignition. Check current supply

Connect a test lamp between terminal 8 and ground. Lamp should light.

If not, check wiring and system relay, see wiring diagram on page 67.

AC30

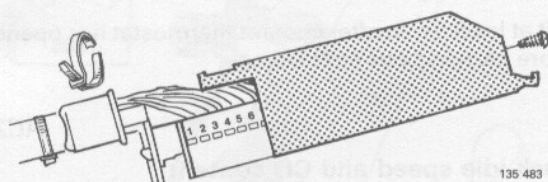
Check ground connections

Connect a test lamp between terminal 8 and 5, and 8 and 16 respectively. Lamp should light in both cases.

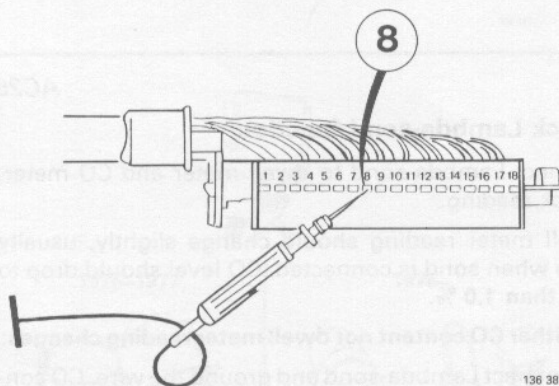
If lamp does not light, check ground connections at intake manifold.

AC31

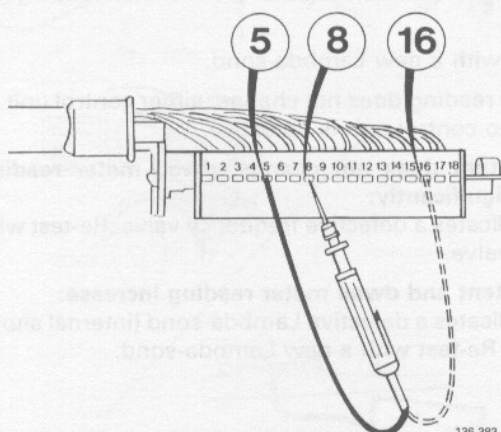
If the above steps do not indicate a fault, test system with a new control unit.



135 483



136 382

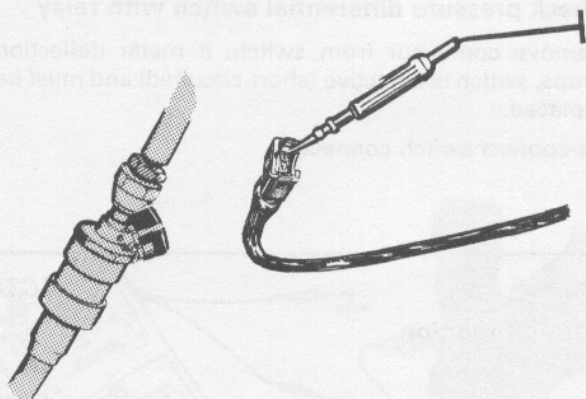


136 383

End

From AC16: Valve does not buzz but meter deflects

On completion of repair continue with operation AC16 on page 71.



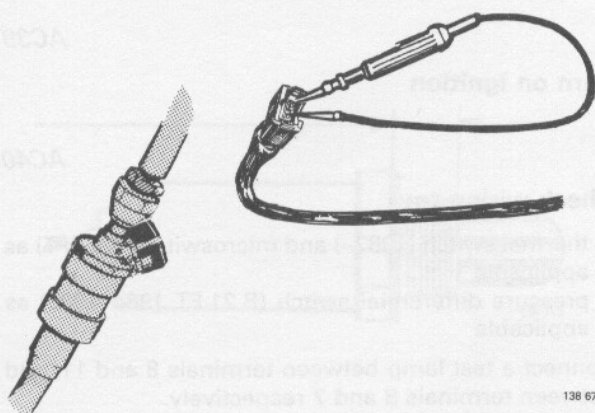
138 674

AC32

Check current supply to frequency valve

Connect a test lamp between the connector pin (green wire) and ground. Lamp should light.

If lamp does not light, check function of system relay and wiring.



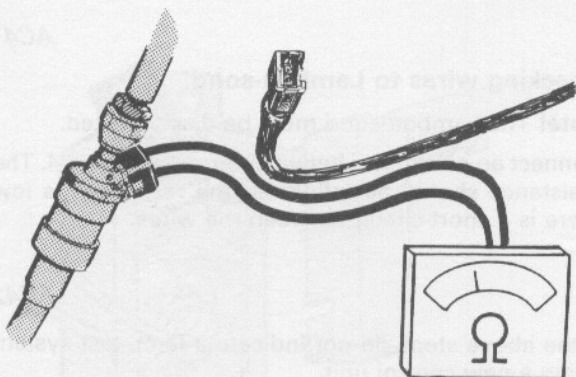
138 673

AC33

Check wire from frequency valve to control unit

Connect a test lamp between both connector pins. Lamp should light (dimly).

If lamp does not light, control unit or wiring to control unit is defective.



138 675

AC34

Measure frequency valve resistance

Use an ohmmeter.

Resistance should be **2–3 ohms**.

Replace frequency valve if incorrect.

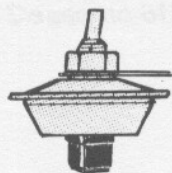
AC35

If the above steps do not indicate a fault, test system with a new control unit.

End

From AC15: Valve buzzes but meter reading is too high

On completion of repair proceed with operation AC16 on page 71.



B 21 FT 1984–1985

AC36

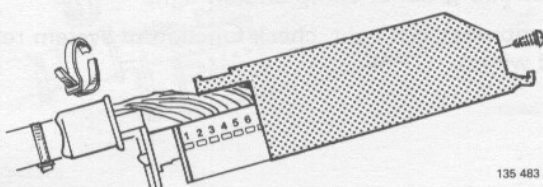
Check pressure differential switch with relay

Remove connector from switch. If meter deflection drops, switch is defective (short-circuited) and must be replaced.

Re-connect switch connector.



136 388



135 483

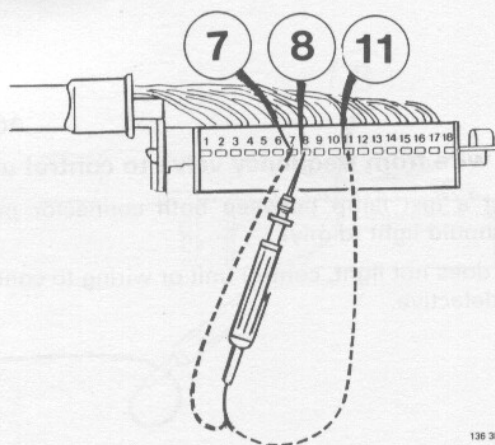
AC37

Turn off ignition

AC38

Remove connector from control unit Remove cover

AC39



136 389

Turn on ignition

AC40

Check wiring to:

- thermal switch (1982–) and microswitch (B 21 FT) as applicable
- pressure differential switch (B 21 FT 1984–1985) as applicable

Connect a test lamp between terminals 8 and 11, and between terminals 8 and 7 respectively.

Lamp should **not** light in either case. If lamp lights, wire is short-circuited.

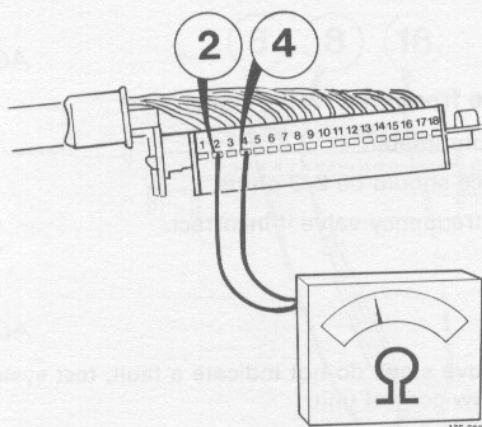
AC41

Checking wires to Lambda-sond

Note! The Lambda-sond must be disconnected.

Connect an ohmmeter between terminals 2 and 4. The resistance should be infinite. If the resistance is low there is a short-circuit between the wires.

AC42

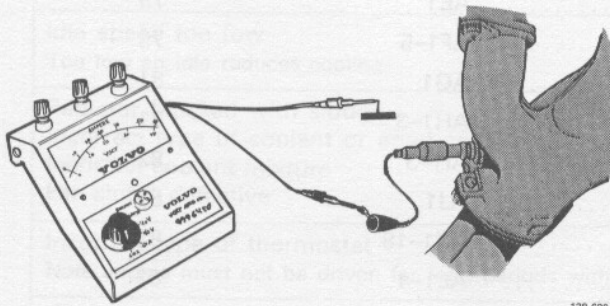


135 508

If the above steps do not indicate a fault, test system using a new control unit.

End

AD. Lambda-sond



138 690

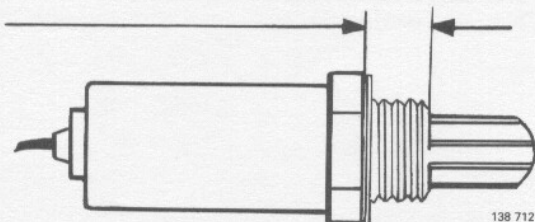
Checking Lambda-sond

AD1

As an alternative checking method, the Lambda-sond can be checked by using a voltmeter.

Run the engine warm for at least 5 minutes after the coolant thermostat has opened.

With the engine running, connect a voltmeter to the sond. The meter must give a reading (normally 0.5–0.7 V) if the sond is in order.



138 712

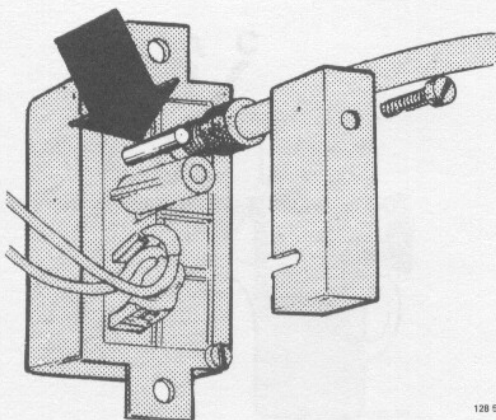
Replacing Lambda-sond

AD2

Smear bolt joint paste "Never-Seez" (P/N 1161035-9) on Lambda-sond threads. Make sure that no paste enters slot as this will inhibit function of Lambda-sond.

Torque to **55 Nm** (40 ft.lbs).

When removing/installing a sond in B 21 FT engines, use tool 5250.



128 563

Resetting dashboard indicator lamp

AD3

Indicator lamp will light each time the exhaust gas recirculation system is due for service.

Lamp is actuated by a switch connected to car odometer and mounted on back of speedometer.

To reset switch, remove cover (shown adjacent) and depress white push button (arrowed).

Re-fit cover after adjustment.

Group 26 Cooling system

	Operation	Page
Fault symptoms – poor cooling	AE1	79
Coolant	AF1–5	79
Testing cooling system	AG1	81
Radiator	AH1–3	81
Thermostat	AI1–3	82
Temperature sensor	AJ1	82
Coolant (water) pump, replacement	AK1–18	83
Drive belts	AL1–4	87
Cooling fan	AM1	89
Electric cooling fan	AN1–4	90

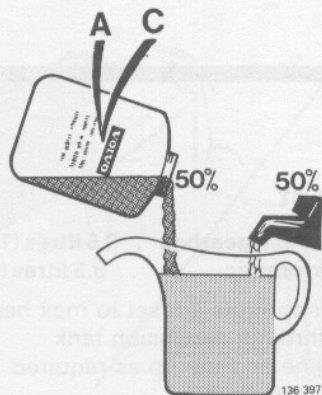
AE. Fault symptoms – poor cooling

Engine overheats and/or poor operation of air conditioning

POSSIBLE CAUSE	REMEDY	OPERATION
Coolant leakage, opening pressure of expansion tank cap too low	Pressure-test system	AG1
Radiator blocked by e.g. insects	Clean	AH1
Air bypasses radiator	Check/adjust position	AH3
Ignition setting too low Retarded ignition increases engine combustion temperature	Check/adjust	–
CO content too low Poor mixture (low CO) increases engine combustion temperature	Check/adjust	–
Idle speed too low Too low an idle reduces cooling	Check/adjust	–
Radiator blocked with sludge Incorrect type of coolant or aged coolant Incorrect coolant mixture Fan clutch defective	Check radiator Check/drain coolant Check/adjust mixture Replace fan clutch	AH2 AF3 AF1
Incorrect type of thermostat Note engine must not be driven for long periods without thermostat	Check/replace	AI 1–3
Vehicles with AC: Idle speed compensation defective	Check/adjust	–
Electric cooling fan defective	Check/adjust	AN1–4

AF. Coolant

AF1



General

Since aluminum is used in the engines, active corrosion protection is necessary in the coolant to help prevent corrosion damage.

* Use genuine Volvo coolant diluted with **clean** water in proportions of **50/50**. This mixture helps to prevent corrosion and frost damage.

Vehicles manufactured before 1981 were filled with **type A** (red) coolant whereas vehicles manufactured after 1981 are filled with the improved **type C** (blue-green) coolant.

* See overleaf

AF2

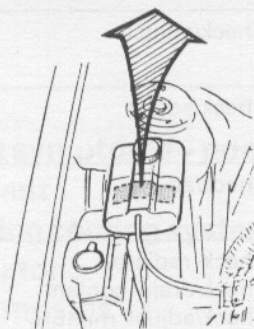
Topping-up cooling system

Never add only water to the cooling system. Use genuine Volvo coolant diluted to a 50/50 mixture with clean water.

Two different types of coolants are in use, type A and type C. When topping up a cooling system filled with type A coolant – either use type A or add type C coolant. Note, however, that no more than 25 % of the coolant can be substituted with type C coolant. If more coolant is required the cooling system must be drained and filled afresh with type C coolant.

E.g. If cooling system capacity = 9.5 litres (10 US qts) no more than 2.4 litres (2.5 US qts) of type C coolant can be used to top up system. (2.4 l refers to diluted coolant i.e. 50 % water + 50 % concentrated coolant).

VOLVO ORIGINAL KYLÄTSA TYP C ÄR PÄNYLLO. KYLÄTSEMET ÄR FROSTSKYDDAT TILL -30°C. EFTERFYLLETT RUMT MED EN DEL VATTEN OCH EN DEL VOLVO KYLÄTSA TYP C. OBS! FÄN EJ BLANDAS MED ANDRA KYLÄTSAHÖR. FILLED WITH GENUINE **VOLVO** COOLANT TYPE C. COOLING SYSTEM IS PROTECTED TO -22°F. TOP UP YEAR ROUND WITH HALF WATER AND HALF VOLVO COOLANT TYPE C. NOTE! DO NOT MIX WITH OTHER COOLANTS. REMPLI DE LIQUIDE ANTIGEL. **VOLVO** TYPE C VALABLE JUSQU'À -30°C. REMPLIR EN TOUTE SAISON AVEC MOITIÉ EAU ET MOITIÉ ANTIGEL TYPE C. ATTENTION! NE MÉLANGEZ PAS AVEC D'AUTRE ANTIGEL. 133473



138 686

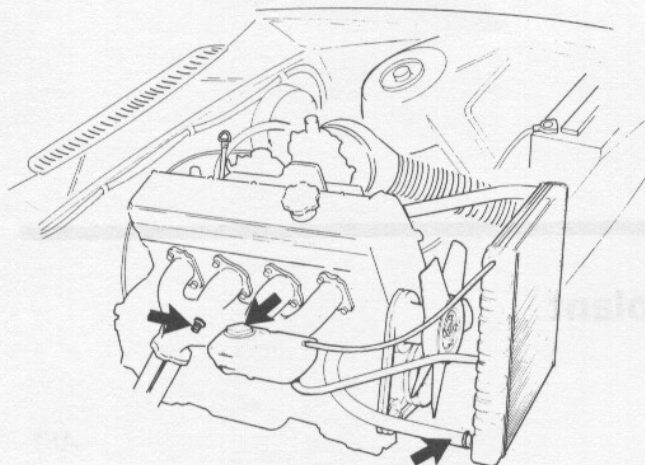
AF3

Changing coolant

The coolant must be replaced regularly since the corrosion protection in the coolant loses effect with time.

Always fill cooling system with **type C** coolant.

Remember to change the decal (P/N 1 331 473-7) on the expansion tank when changing to type C coolant.



AF4

Draining

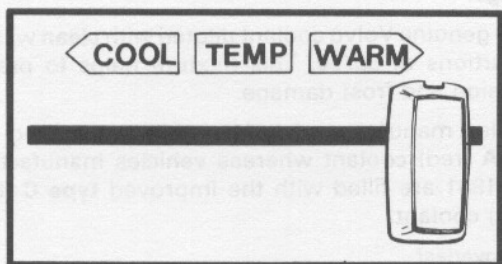
- set dashboard heater control to max. heat
- disconnect battery
- unscrew cap from expansion tank
- open drain cock on right side of cylinder block. Attach hose to cock to prevent spillages
- disconnect lower radiator hose from radiator
- close cock, re-connect lower radiator hose and battery

AF5

Filling coolant

Capacity with **manual gearbox** . 9.5 litres (10.0 US qts)
automatic 9.3 litres (9.8 US qts)

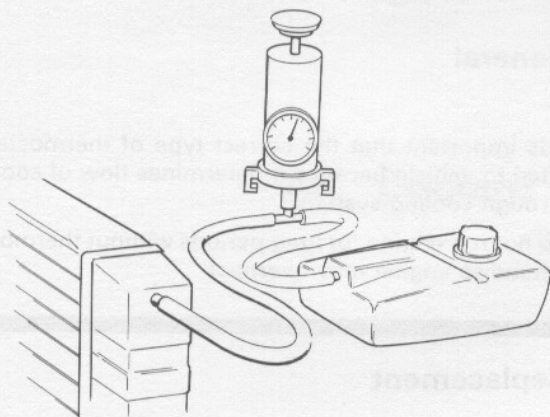
- ensure heater controls are set to max heat
- add coolant through expansion tank
- warm-up engine and top up as required
- re-fit expansion tank cap.



138 713

AG. Pressure testing cooling system

AG1



Check breather hose between radiator and expansion tank. Replace hose if worn or cracked.

Connect pressure tester between radiator and expansion tank.

Increase pressure and check opening pressure of expansion tank cap and for leaks:

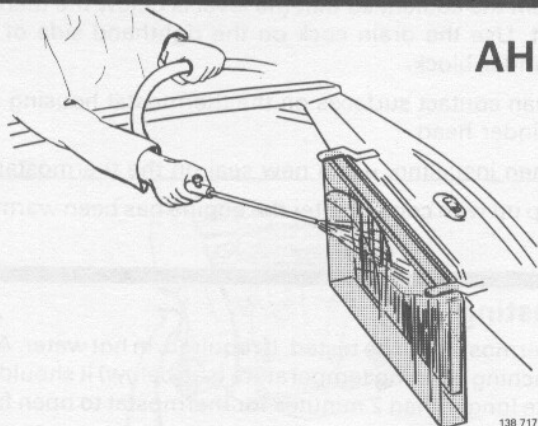
- opening pressure = **65–85 kPa** (9.2–12.0 psi)
- check that pressure does not drop noticeably during **30 seconds**.

128 186

AH. Radiator

Cleaning radiator

AH1

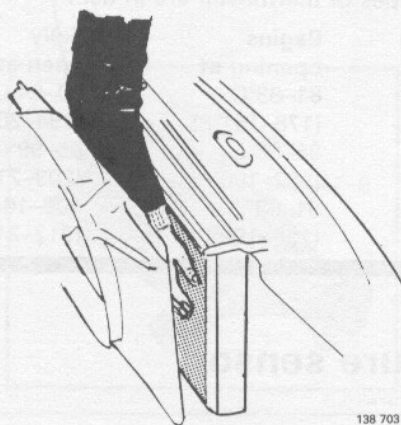


Remove flies, etc. from radiator grille by hosing radiator from inside as illustrated. Blow clean with compressed air.

Note! Do not spray water or blow air at too high a pressure at radiator as damage may result.

Checking radiator

AH2



Heat up engine until thermostat opens and then for a few more minutes.

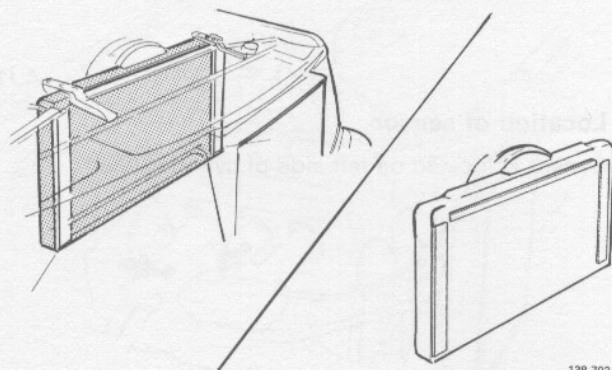
Turn off engine.

Detach fan shroud from radiator.

Check radiator with hand, warm and cold sections indicate that radiator is partly blocked.

Checking/adjusting position of radiator

AH3



Radiator must lie flush with front panel otherwise some air will bypass radiator.

Adjust position of front panel as required.

Plastic foam can also be used to seal gap between radiator and front panel.

- 2 strips 20x50x410 mm
- 1 strip 10x25x660 mm

138 702

AI. Coolant thermostat

General

A/1

It is important that the correct type of thermostat is fitted to vehicle because it determines flow of coolant through cooling system.

Do not run engine for long periods without thermostat otherwise engine may overheat.

Replacement

A/2

Drain the coolant so that the level is below the thermostat. Use the drain cock on the righthand side of the cylinder block.

Clean contact surfaces on the thermostat housing and cylinder head.

When installing, use a new seal on the thermostat.

Top up with coolant after the engine has been warmed-up.

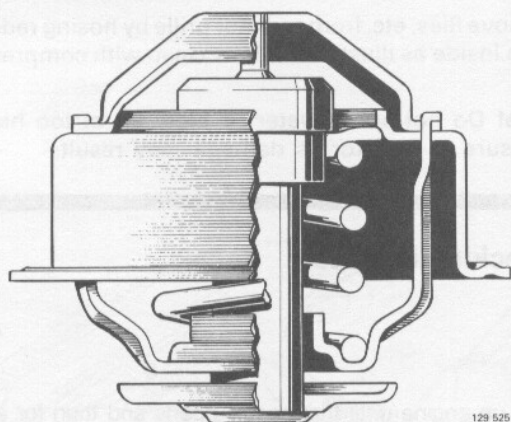
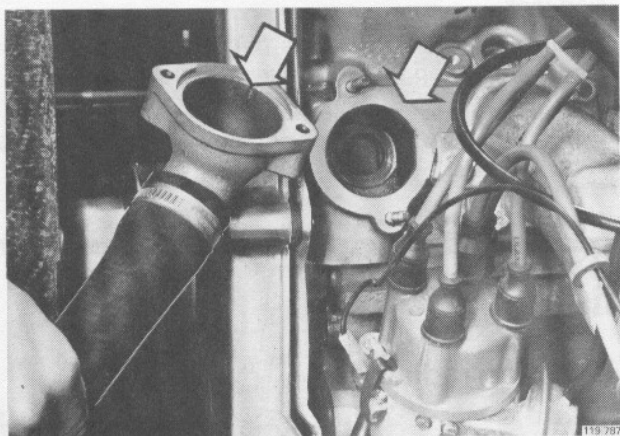
Testing

A/3

Thermostat can be tested, if required, in hot water. After reaching opening temperature (see below) it should not take longer than 2 minutes for thermostat to open fully.

Three types of thermostat are in use:

Marking	Begins opening at	Fully open at
82	81–83°C (178–181°F)	90–94°C (194–201°F)
87	86–88°C (187–190°F)	95–99°C (203–210°F)
92	91–93°C (196–199°F)	100–104°C (212–219°F)

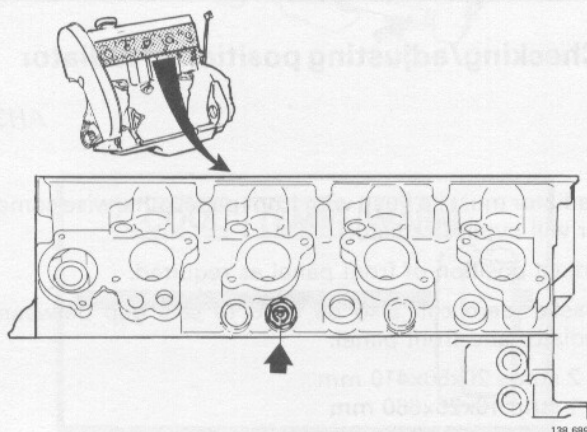


AJ. Coolant temperature sensor

AJ1

Location of sensor

Sensor is located on left side of cylinder head.



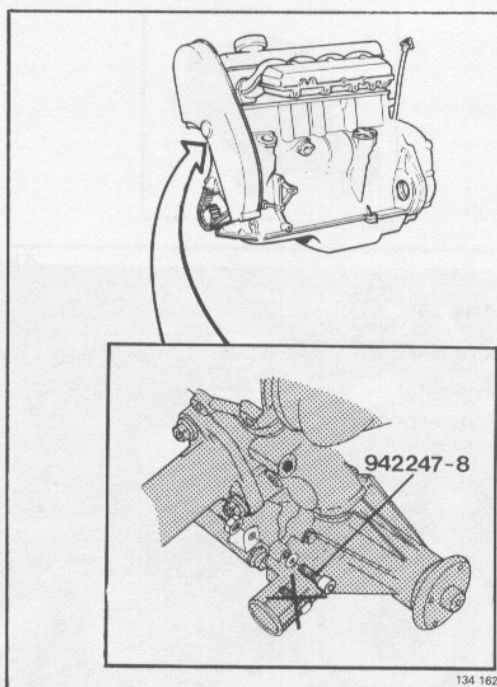
AK. Coolant pump, replacement

AK1

General

Replacement of coolant pump, rubber seals or gasket must always be preceded by pressure testing the cooling system.

Coolant pumps are often changed unnecessarily, for example when only a gasket is leaking. In the case of a leakage, the system should therefore be pressure tested (see AG1) in order to establish whether there is a leakage, and to avoid unnecessary pump replacement.



AK2

Changed mounting bolt for return pipe

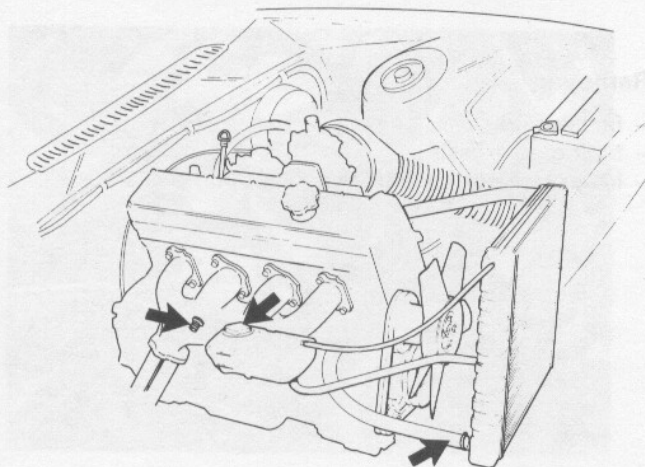
The hexagonal bolt has been replaced by a different bolt, P/N. 942247-8. This has been done to make it easier to remove/install the bolt on engines with Pulsair system.

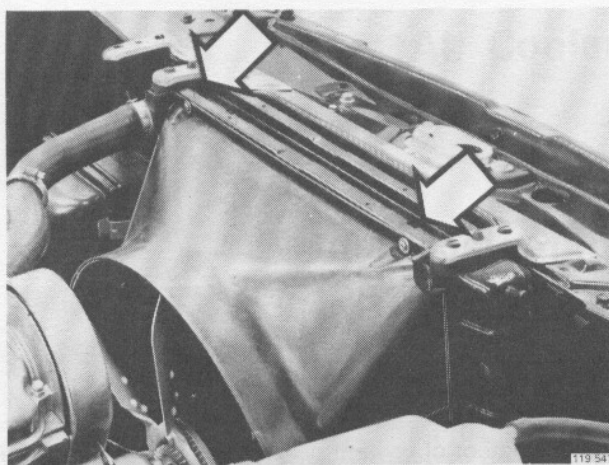
See page 85 regarding removal of hexagonal bolt on engines with Pulsair system.

AK3

Drain the cooling system

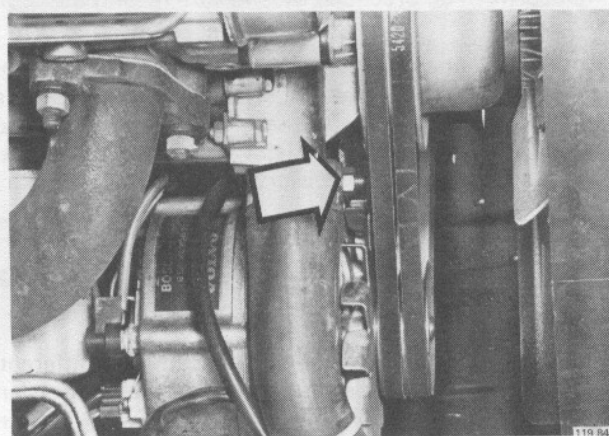
Move the heater control to maximum heat.
Remove the cap from the expansion tank.
Open the drain cock on the righthand side of the engine block.
Disconnect the lower hose from the radiator.





AK4

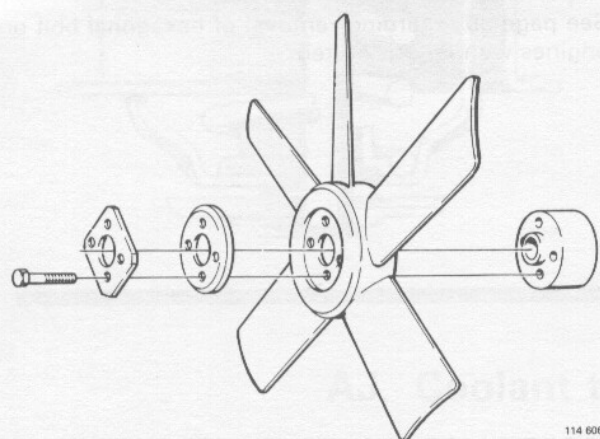
Disconnect the fan shroud and move it out of the way



AK5

Loosen alternator belts

Loosen the alternator mounting bolt and the clamp bolt.

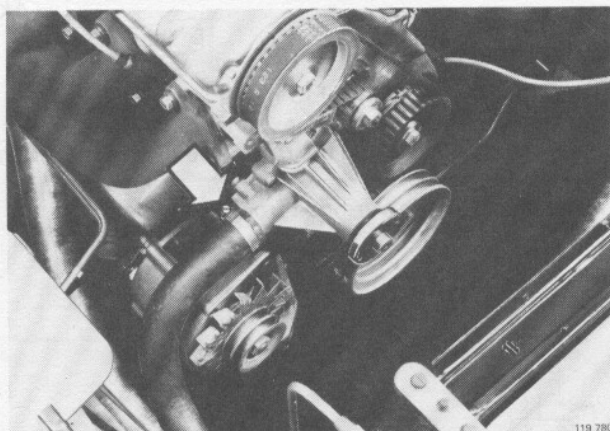


AK6

Remove the fan

NOTE! There are 3 different types of fans:

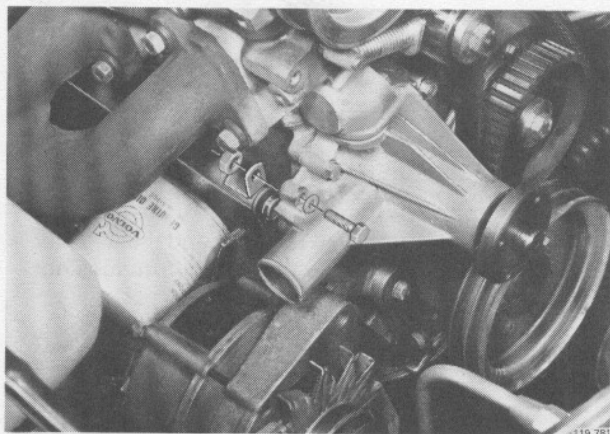
- fixed fan
- temperature-controlled clutch-type fan
- clutch-type fan



AK7

Remove:

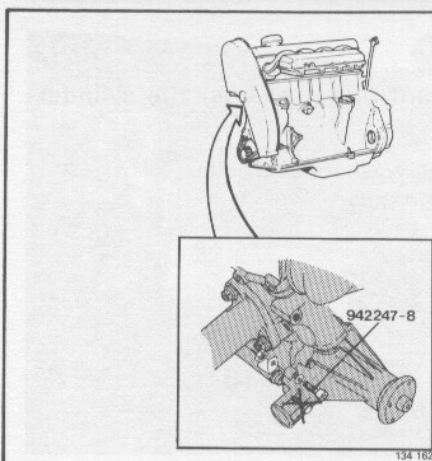
- fan shroud
- timing gear casing
- lower radiator hose from coolant pump



AK8

Loosen return pipe at the coolant pump

Remove the bolt, washer and nut.



AK9

Removing hexagonal bolt on engines with Pulsair system

There are two different methods for removing the old hexagonal bolt:

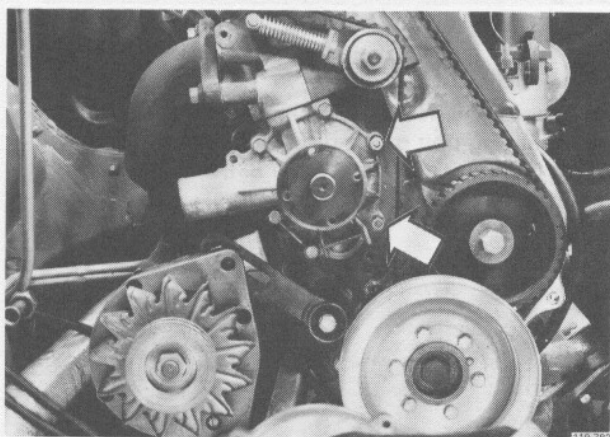
Cars without block heaters

Remove the rear mounting bolt of the return pipe (rear edge of cylinder block).

Loosen and pull the coolant pump out slightly. Remove the bolt.

Cars with block heaters

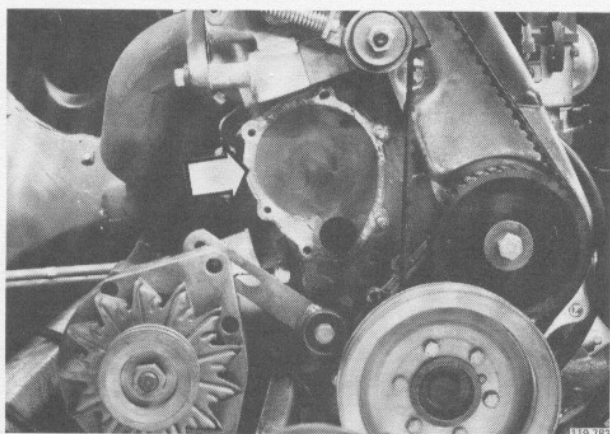
Drill away the head of the bolt (drill \varnothing 8 mm).



AK10

Remove the coolant pump

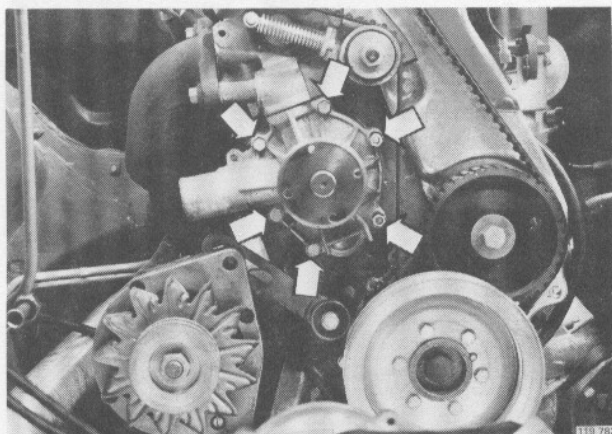
Remove all bolts, washers and nuts.



AK11

Clean gasket surface and contact surfaces

Scrape off any traces of gasket material from the block and coolant pump. Clean the rubber ring contact area on the cylinder head.



AK12

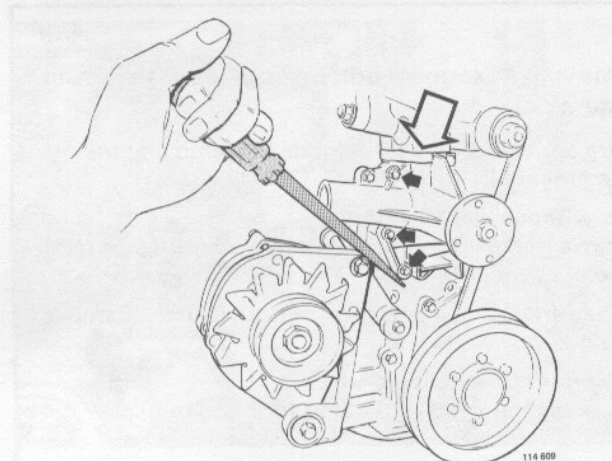
Install coolant pump

Use a new gasket between the pump and the cylinder block.

Install a new O-ring on the coolant pump.

Secure the pump with the two nuts.

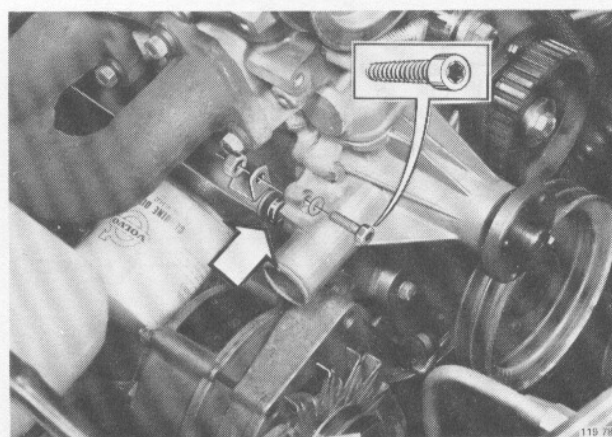
Make sure that the O-ring is in position and that it is not damaged. Tighten the nuts so that the pump does not slip, but can be slid upwards.



AK13

Tension the coolant pump against the cylinder head

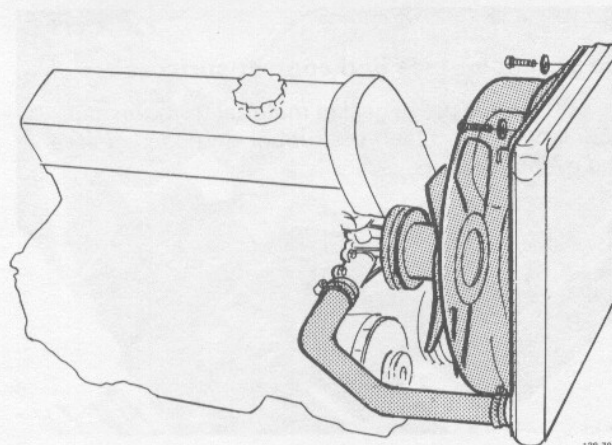
Install the remaining washers and bolts.
Tighten the bolts and nuts.



AK14

Install:

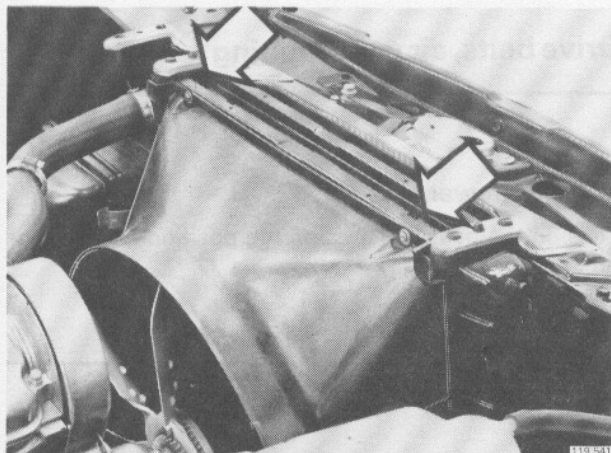
- the return pipe. **NOTE!** On cars with Pulsair system the mounting bolt of the pipe must be replaced by a bolt of the new type (see page 83),
- timing gear casing



AK15

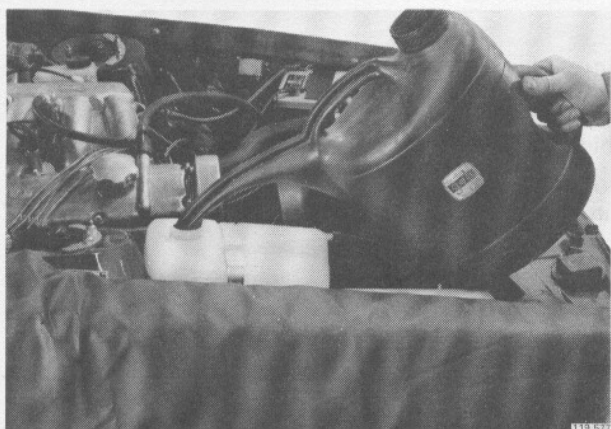
Install:

- lower radiator hose
- fan shroud. **NOTE!** Do not tighten the pulley and the fan at this stage



Install fan shroud

AK16



Install all drive belts

AK17

Tension the belts.

With correct tension it should be possible to deflect the belts 5–10 mm (0.2–0.4 in) halfway between the pulleys.

Fill with coolant

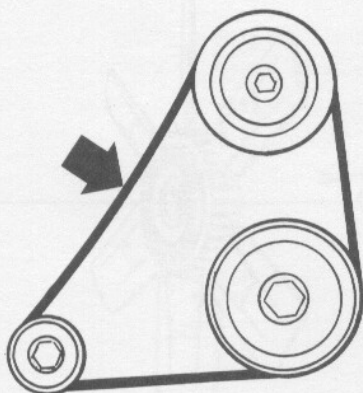
AK18

Close the drain cock.

Fill the expansion tank to "maximum" level.

Run the engine warm with the heater control set in hot, check that there is no leakage, and top up with coolant if required.

AL. Drive belts



136 413

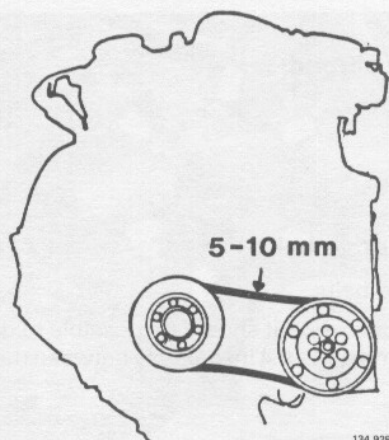
General

AL1

With correct tension it should be possible to deflect the belts 5–10 mm (0.2–0.4 in) halfway between the pulleys.

Note! When changing the alternator-fan belt, both belts must be replaced.

When adjusting the drive belt for the cooling system on cars with power steering and one drive belt, use tool 5197. See next page.

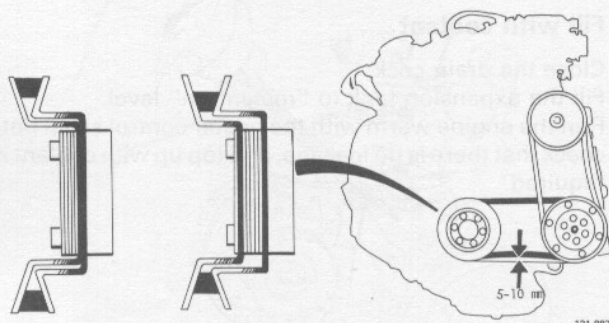


Drive belts, air conditioning

AL2

Without power steering

Tension the belt by adjusting the position of the compressor.

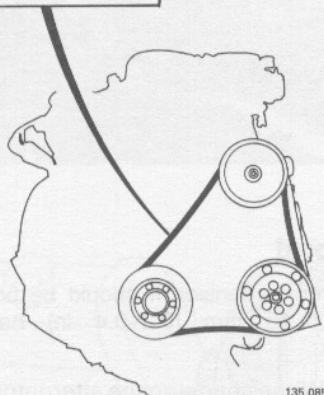
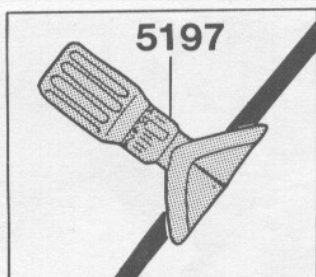


AL3

With power steering and two drive belts

Tension the belt by placing an appropriate number of shims between the two halves of the crankshaft pulleys.

One shim changes the belt tension by approximately 5 mm (0.2 in).



AL4

With power steering and one belt

Tension the belt by moving the power pump. Check the belt tension by positioning tool 5197 against the belt between the crankshaft pulley and the pump. The belt tension should be 17-18 units.

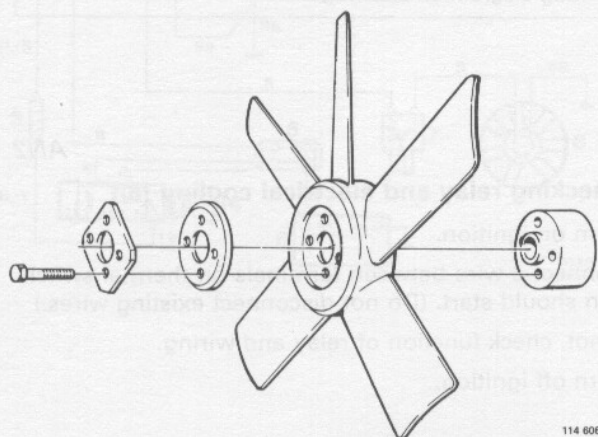
AM. Fan

Type of cooling fan fitted to vehicle depends on model year, market and engine type.

AM1

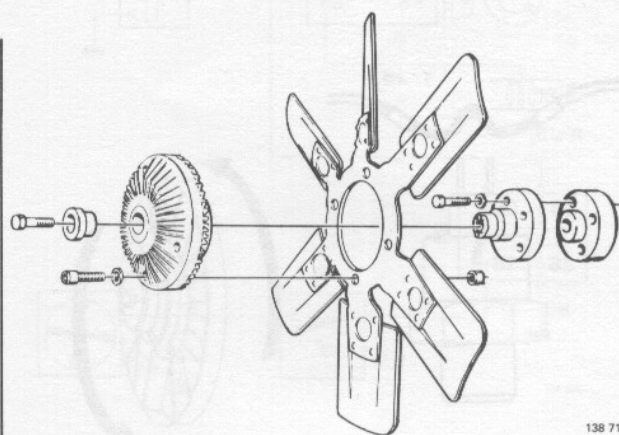
General

In order to gain access to the fan, the two upper securing bolts on the fan shroud must be removed and the shroud moved rearwards.



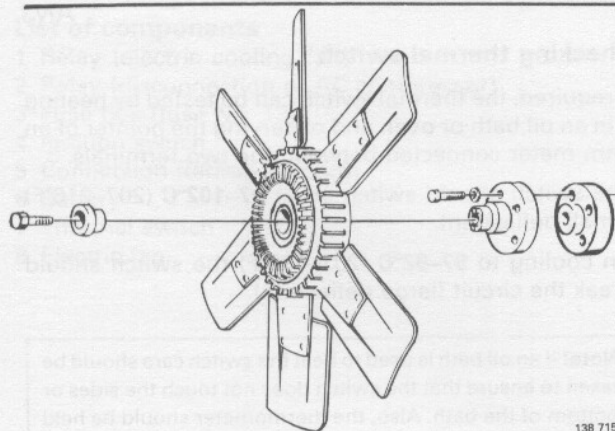
114 606

Type 1 Fixed fan



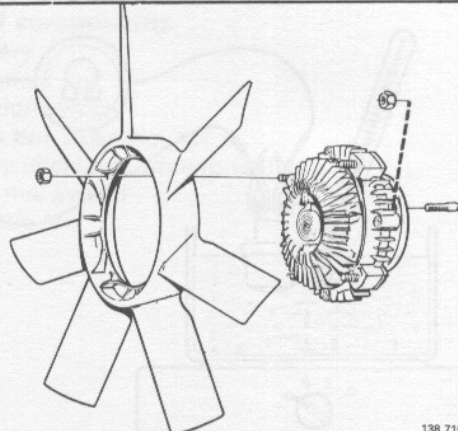
138 714

Type 2 Fan of clutch type, type 1



138 715

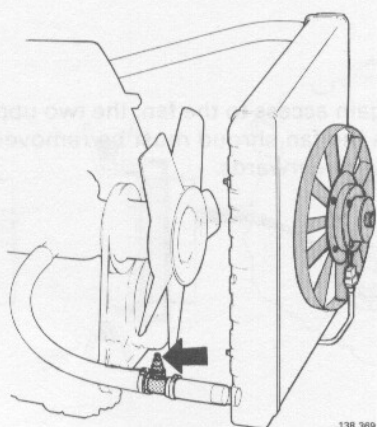
Type 3 Fan of clutch type, type 2



138 716

Type 4 Thermo-clutch type

AN. Electric cooling fan



AN1

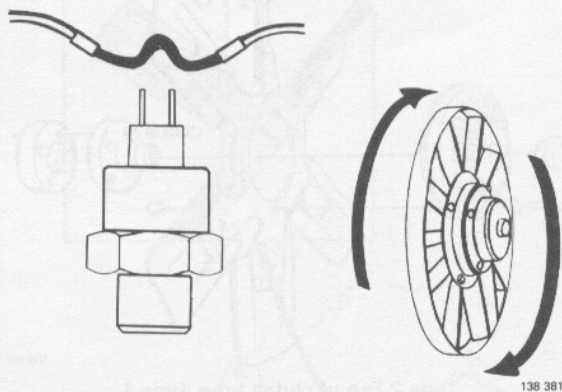
General

This fan is installed on most B 21 FT 1984–1985 with inter-cooler and certain cars with air conditioning (AC) intended for "hot" markets.

A thermal switch in the lower radiator hose controls the connection of the fan.

The fan is switched on when the coolant temperature is approximately $+100^{\circ}\text{C}$ (212°F) and is switched off when the temperature has dropped to approximately $+95^{\circ}\text{C}$ (203°F).

Wiring diagram on next page.



AN2

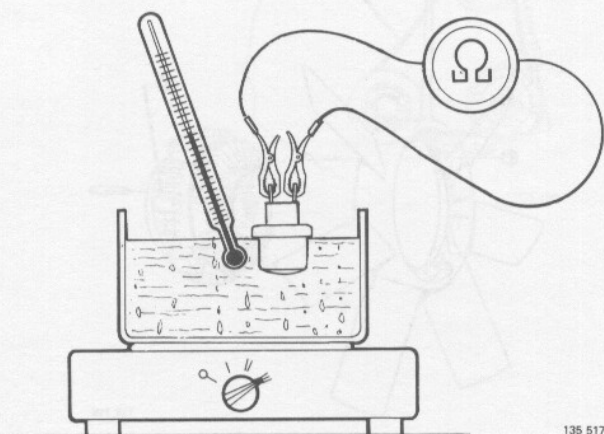
Checking relay and electrical cooling fan

Turn on ignition.

Connect a wire between terminals on thermal switch. Fan should start. (Do not disconnect existing wires.)

If not, check function of relay and wiring.

Turn off ignition.



AN3

Checking thermal switch

If required, the thermal switch can be tested by heating it in an oil bath or oven and observing the pointer of an ohm meter connected between the two terminals.

The switch should switch on at $97\text{--}102^{\circ}\text{C}$ ($207\text{--}216^{\circ}\text{F}$) (small deflection).

On cooling to $97\text{--}92^{\circ}\text{C}$ ($207\text{--}198^{\circ}\text{F}$) the switch should break the circuit (large deflection).

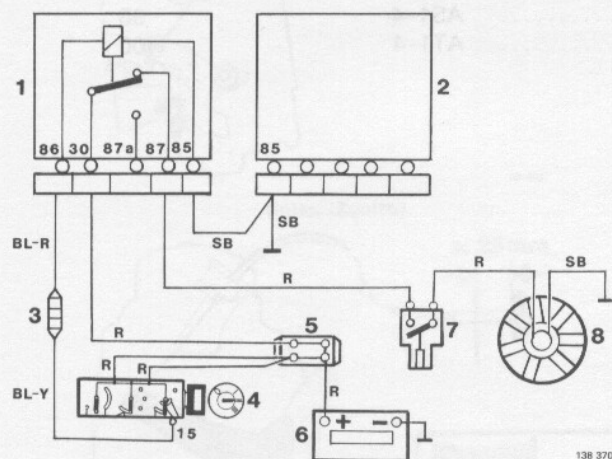
Note! If an oil bath is used to heat the switch care should be taken to ensure that the switch does not touch the sides or bottom of the bath. Also, the thermometer should be held near to the switch.

Wiring diagram

AN4

The diagrams show the position with the ignition on and coolant temperature below +100°C (212°F).

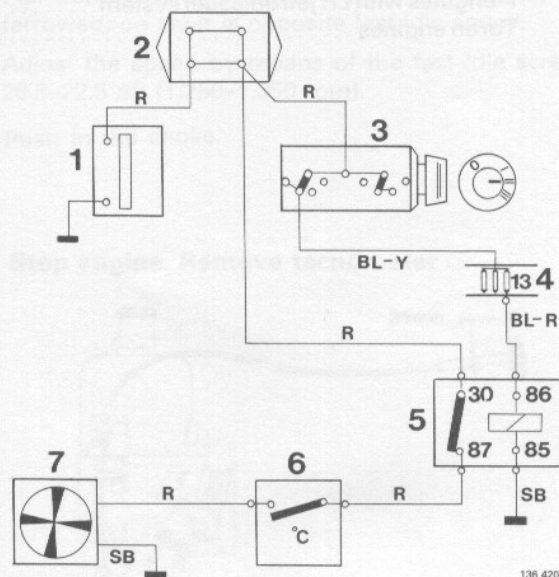
B 21 FT 1984–1985 with intercooler



List of components

- 1 Relay (electric cooling fan)
- 2 Relay (disconnection of AC compressor)
- 3 Fuse box (fuse No. 13)
- 4 Ignition switch
- 5 Connection (terminal board)
- 6 Battery
- 7 Thermal switch
- 8 Electric fan

Others



List of components

- 1 Battery
- 2 Terminal box
- 3 Ignition switch
- 4 Fuse box (fuse No. 13)
- 5 Relay (electrical cooling fan)
- 6 Thermal switch
- 7 Electric fan

Group 27 Engine controls

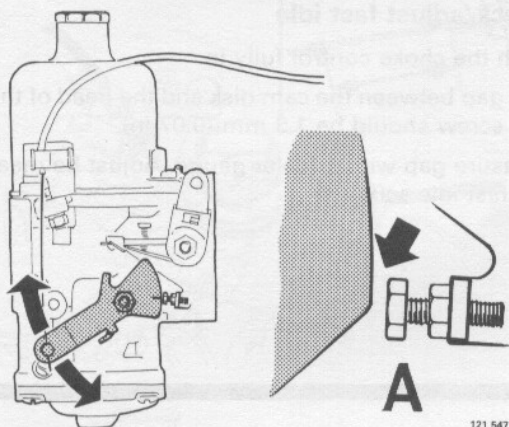
Choke control, setting

	Operation	Page
A-engines	AO1-4	93
K-engines	AO5-6	93

Throttle control, adjusting

	Operation	Page
A-engines	AP1-4	94
K-engines	AQ1-2	96
E/F-engines	AR1-5	97
F-engines with LH jetronic fuel system	AS1-4	98
Turbo engines	AT1-4	100

AO. Choke control, adjusting



121 547

A-engines

AO1

Check choke control

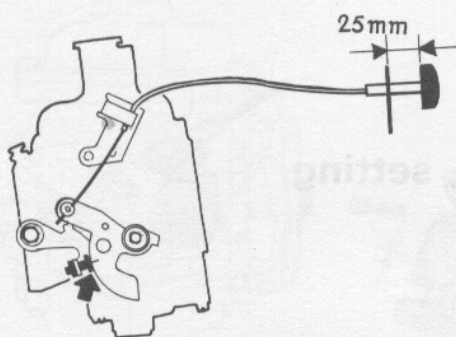
Ensure lever makes full sweep when choke is pulled out.

Push choke in and check that lever is in lower stop position and fast idle adjustment screw A does not contact lever. Adjust if necessary.

AO2

Connect tachometer – warm-up engine

AO3



121 576

Adjust fast idle

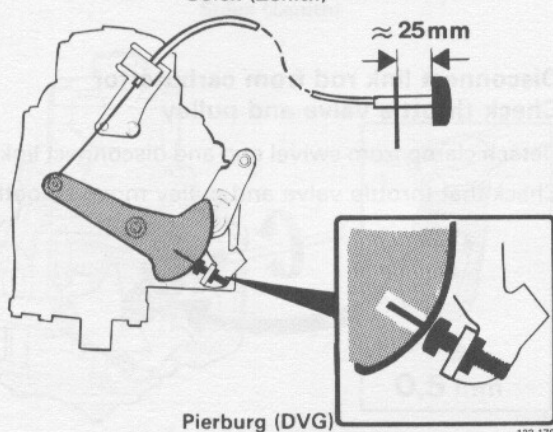
Pull out choke (approx. 25 mm = 1.0 in) until mark (arrowed) on lever is opposite fast idle screw.

Adjust the speed by means of the fast idle screw to 20.8–22.5 r/S (1,250–1,350 rpm).

Push in the choke.

AO4

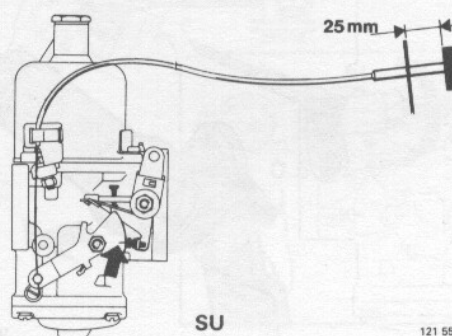
Solex (Zenith)



123 170

Pierburg (DVG)

Stop engine. Remove tachometer



SU

121 551

K-engines

AO5

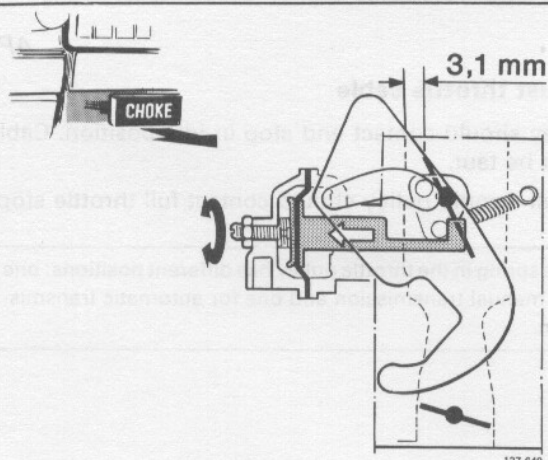
Checking/adjusting vacuum servo for choke damper

Pull out the choke control completely so that the choke damper closes.

Push the rod of the vacuum servo straight into bottom position. If the rod is pushed at an angle the values will be incorrect.

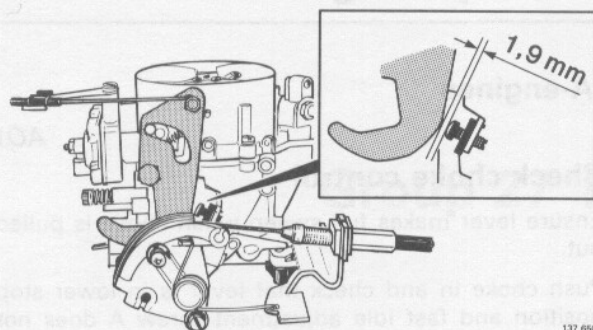
The gap between the carburetor throat and the damper must be 3.1 mm (0.122 in). Try with a 3.0 mm (0.118 in) drill and a 3.5 mm (0.137 in) drill.

Adjust the screw on the vacuum servo.



137 649

AO6



Check/adjust fast idle

Push the choke control fully in.

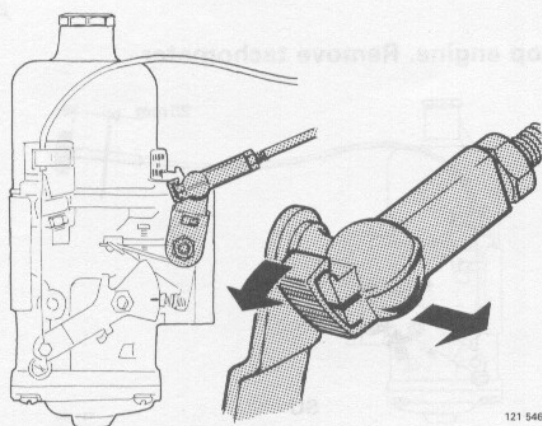
The gap between the cam disk and the head of the fast idle screw should be 1.9 mm (0.07 in).

Measure gap with a feeler gauge. Adjust by means of the fast idle screw.

AP. Throttle control, setting

A-engines

AP1



Disconnect link rod from carburettor Check throttle valve and pulley

Detach clamp from swivel end and disconnect link rod.
Check that throttle valve and pulley move smoothly.

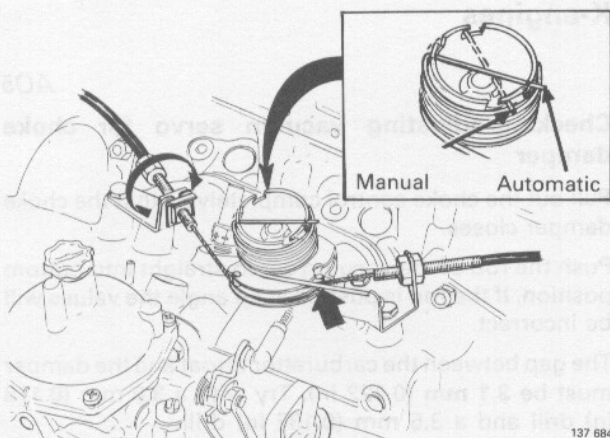
AP2

Adjust throttle cable

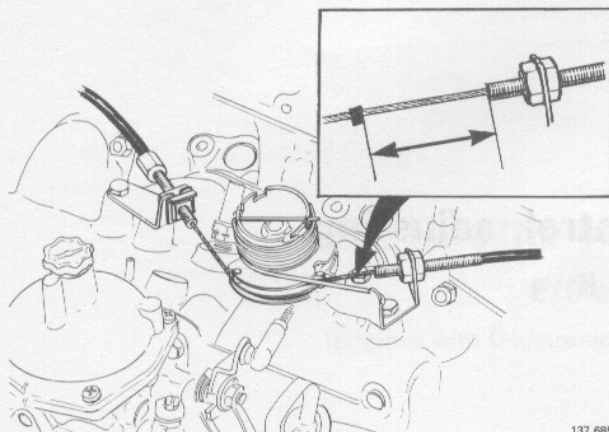
Pulley should contact end stop in idle position. Cable must be taut.

At full throttle pulley should contact full throttle stop.

The spring in the throttle pulley has different positions: one for manual transmission and one for automatic transmission.



AP3



137 685

Adjust kick-down cable (automatic)

Depress accelerator to floor. **Note!** Do not operate control by hand otherwise setting will be incorrect.

At full throttle, distance between clip on cable and cable sleeve:

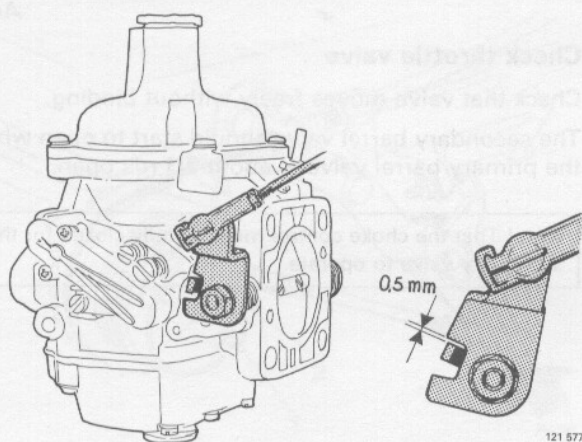
BW 35	43–47 mm (1.7–1.9 in)
BW/AW 55, AW 71	50.4–52.6 mm (1.98–2.07 in)

AP4

Install and adjust link rod

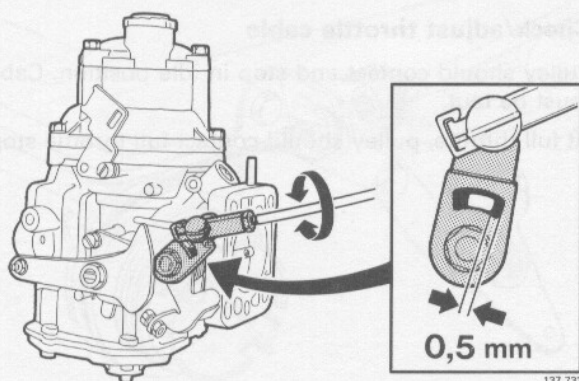
Push link rod in position and bend in the locking tab.

Adjust link rod so that there is a play of 0.5 mm (0.02 in) between the lifting arm and the follower of the throttle valve shaft.



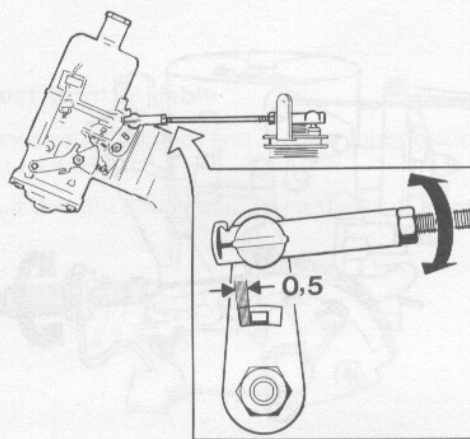
121 577

Solex (Zenith)



137 732

Pierburg (DVG)



132 646

SU

AQ. Throttle control, adjusting

B 19 K

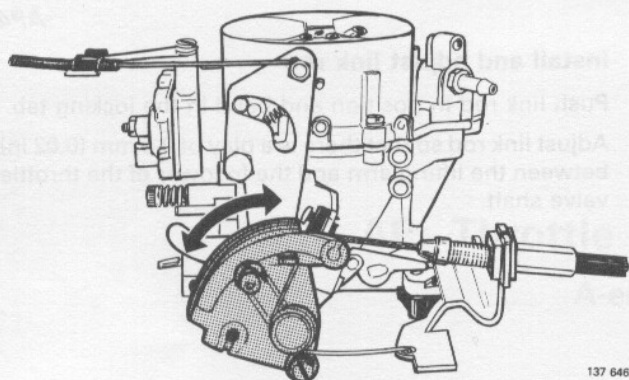
AQ1

Check throttle valve

Check that valve moves freely without binding.

The secondary barrel valve should start to open when the primary barrel valve is about 2/3 rds open.

Note! That the choke control must be fully closed for the secondary valve to operate.

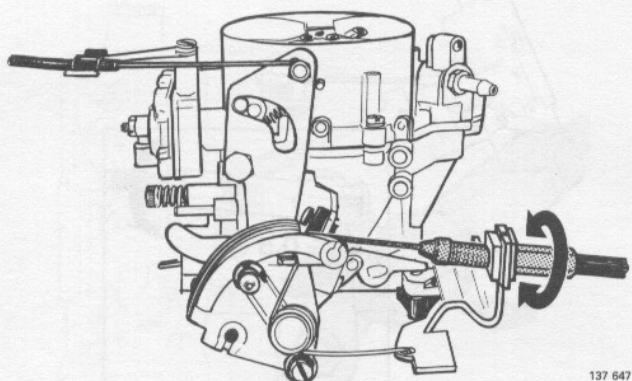


AQ2

Check/adjust throttle cable

Pulley should contact end stop in idle position. Cable must be taut.

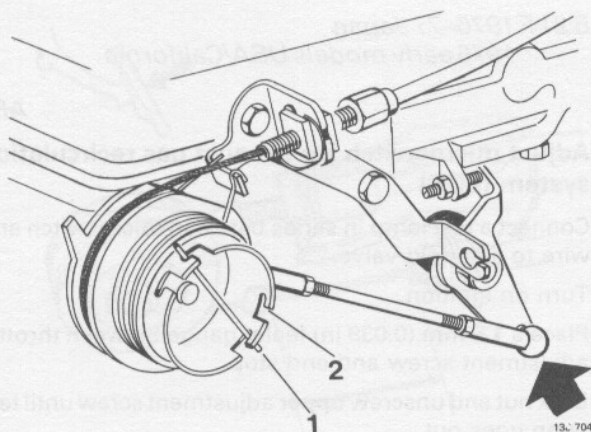
At full throttle, pulley should contact full throttle stop.



AR. Throttle control, adjusting

E/F-engines

(Engines with LH-jetronic fuel system, see page 98).



AR1

Checking throttle pulley

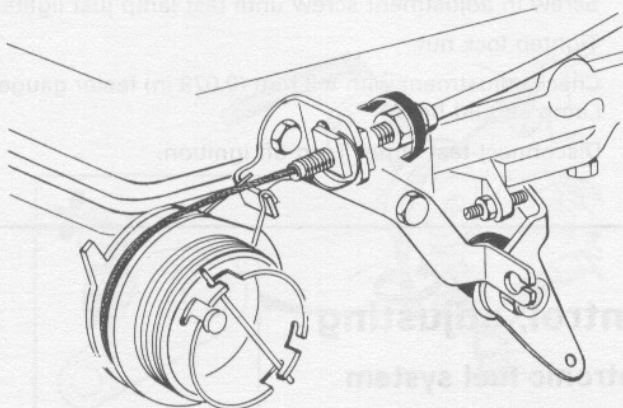
Disconnect the link rod.

Check that the pulley moves freely without binding.

Throttle pulley spring – 1979

Note: two different positions for spring:

- one for vehicles with automatic transmission
- one for vehicles with manual transmission

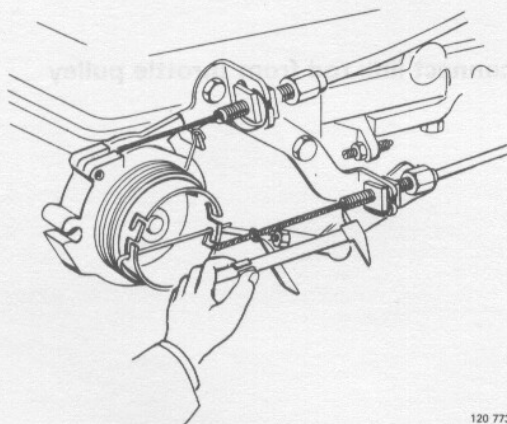


AR2

Adjust throttle cable

Pulley should contact end stop in idle position. Cable must be taut.

At full throttle pulley should contact full throttle stop.



AR3

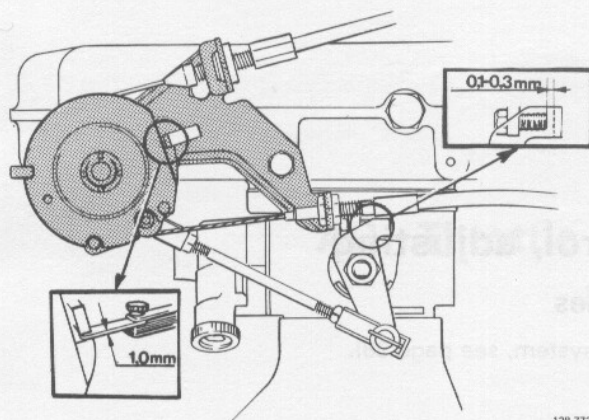
Adjust kick-down cable (automatic)

Depress accelerator to floor. **Note!** Do not operate control by hand otherwise setting will be incorrect.

At full throttle distance between clip on cable and cable sleeve:

BW 35 43–47 mm (1.7–1.9 in)
BW/AW 55, AW 71 50.4–52.6 mm (1.98–2.07 in)

Adjust cable at the cable sleeve if necessary.



128 772

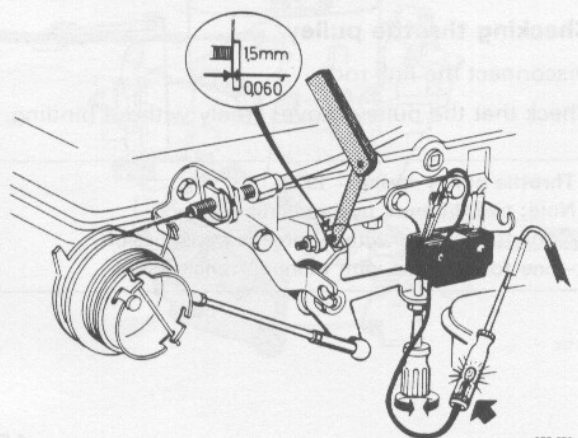
AR4

Install and adjust link rod

Install link rod.

Insert a 1 mm (0.04 in) thick feeler gauge between the throttle pulley and the stop. The play between the adjustment screw and the lifting arm should then be 0.1–0.3 mm (0.004–0.01 in).

B 21 F 1976–77 Japan
1976 early models USA/California



138 650

AR5

Adjust microswitch for exhaust gas recirculation system (EGR)

Connect a test lamp in series between microswitch and wire to solenoid valve.

Turn on ignition.

Place a 1.5 mm (0.039 in) feeler gauge between throttle adjustment screw and end stop.

Lock nut and unscrew **upper** adjustment screw until test lamp goes out.

Screw in adjustment screw until test lamp just lights.

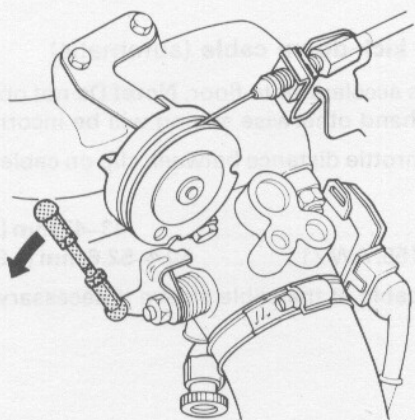
Tighten lock nut.

Check adjustment with a 2 mm (0.079 in) feeler gauge. Lamp should be off.

Disconnect test lamp. Turn off ignition.

AS. Throttle control, adjusting

Engines with LH-Jetronic fuel system



138 688

AS1

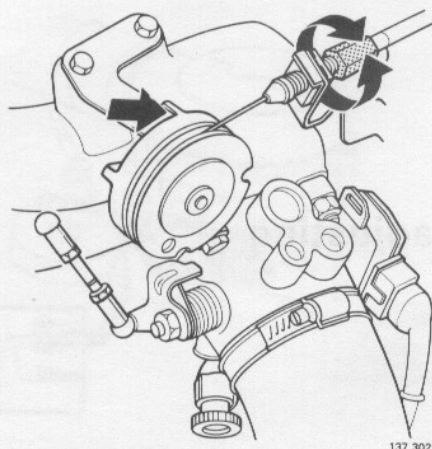
Disconnect link rod from throttle pulley

AS2

Check/adjust throttle pulley and throttle cable

Check that the pulley moves freely without binding.

Pulley should contact end stop in idle position. Cable must be taut but must not move throttle pulley. Depress accelerator pedal and check that at full throttle, pulley contacts full throttle stop.



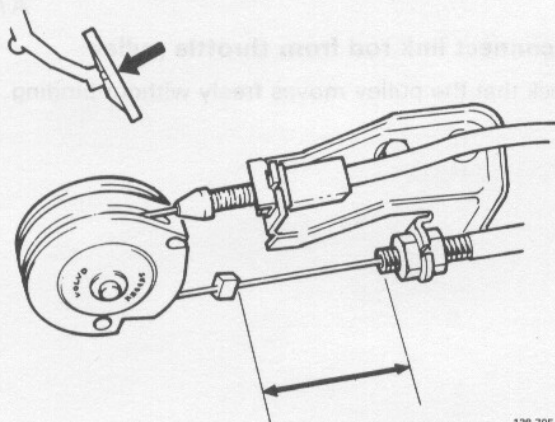
137 302

AS3

Check/adjust kick-down cable (automatic)

Depress accelerator to floor. **Note!** Do not operate control by hand otherwise setting will be incorrect.

At full throttle, distance between clip on cable and cable sleeve = **50.4–52.6 mm** (1.98–2.07 in).



138 705

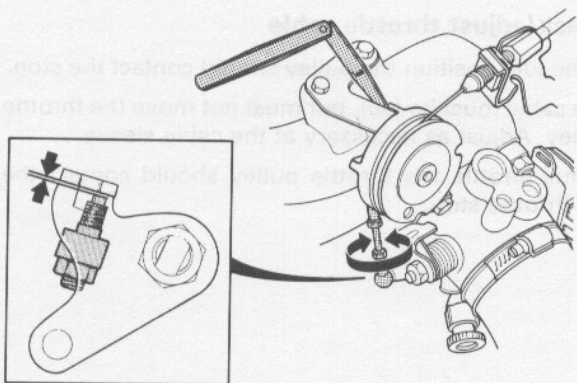
AS4

Attach/adjust link rod

Place a **1 mm** (0.040 in) feeler gauge between pulley and idle stop.

Adjust link rod to obtain a **0.1 mm** (0.004 in) clearance between lower adjustment screw and end stop.

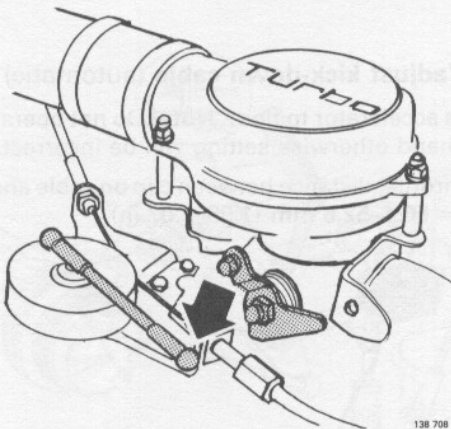
Remove feeler gauge.



137 303

AT. Throttle control, adjusting

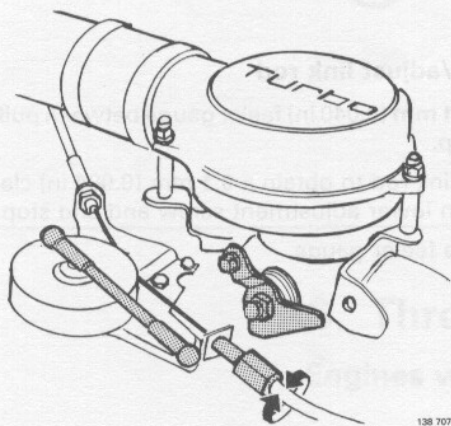
Turbo engines



AT1

Disconnect link rod from throttle pulley

Check that the pulley moves freely without binding.



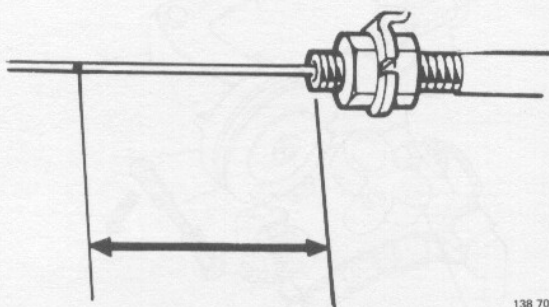
AT2

Check/adjust throttle cable

In the idle position the pulley should contact the stop.

The cable must be taut, but must not move the throttle pulley. Adjust as necessary at the cable sleeve.

At full-throttle the throttle pulley should contact the full-throttle stop.



AT3

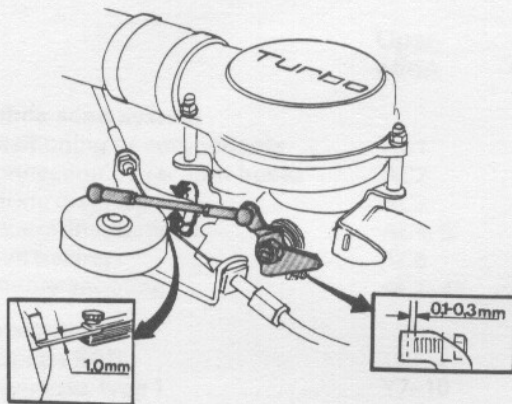
Check/adjust kick-down cable (automatic transmission)

Make a mark on the cable exactly where it enters the cable sleeve.

Press the accelerator pedal down completely. Do not turn the throttle pulley by hand otherwise the setting will be incorrect.

At full throttle the distance from the cable sleeve to the mark should be **50.4–52.6 mm** (1.98–2.07 in).

Adjust as necessary at the cable sleeve.



138 711

Installing and adjusting link rod

Install link rod.

Insert a **1 mm** (0.04 in) thick feeler gauge between the throttle pulley and the stop. The play between the adjustment screw and the lifting arm should be **0.1–0.3 mm** (0.004–0.01 in).

Index

	Operation	Page
Air pump		
general	T1	49
checking system operation	T2-5	49
changing drive belt	T6	50
B 19/21 RT	I1-8	22
B 21 FT	J1-7	24
wastegate, replacement	K1-9	26
changes introduced	L1-6	28
quick check	M1	30
removal	N1-8	30
axial and radial play, checking ..	N9-10	32
replacement		33
dismantling	N11-13	33
cleaning and inspection	N14-16	34
assembling	N17-22	35
installing	N23-40	36
pressure pipe, clamping	O1-2	40
installing later models of rod on cars of earlier models	P1-12	41
Catalytic converter	S1-3	48
Choke control		
adjusting A-engines	AO1-4	93
K-engines	AO5-6	93
Coolant		
general	AF1	79
topping-up	AF2	80
changing	AF3	80
draining/filling	AF4-5	80
Cooling fan		
general	AM1	89
different models		89
Coolant pump		
general	AK1	83
changed mounting bolt for return pipe	AK2	83
replacement	AK3-18	83
Cooling system		
fault tracing - low cooling	AE1	79
capacity pressure testing	AG1	81
Coolant temperature sensor		
location	AJ1	82

	Operation	Page
Coolant thermostat		
general	AI1	82
replacement	AI2	82
testing	AI3	82
Crankcase ventilation		
cleaning/checking	R1	45
A, E, F-engines 1975-80	R3	46
Turbo engines	R4-5	46
A, E, F-engines 1981-84	R6-9	47
blocked flame trap/blocked system	R2	45
Drive belts		
general	AL1	87
AC drive belt	AL2-4	88
Electric cooling fan		
general	AN1	90
wiring diagram	AN4	91
checking fan and relay	AN2	90
checking thermal switch	AN3	90
EGR system		
see "Exhaust Gas Recirculation"		
Exhaust Gas Recirculation (EGR)		
cleaning	AA1	65
"zeroing" control lamp	AB1	64
Exhaust manifold		
removing/installing	B1-3	12
Exhaust system		
general	Q1	44
installing complete system	Q2	44
Inlet manifold		
removal	A1-2	8
installing	A3-9	9
Lambda-sond		
checking	AD1	77
replacing	AD2	77
adjustment of warning lamp	AD3	77

	Operation	Page		Operation	Page
Lambda-sond system			Stepless EGR F-engines		
positioning of components	AC1	66	Type 1		
connection of vacuum hoses	AC2	67	connection	Y1	57
wiring diagram	AC3	67	function test	Y4-5	58
general instructions	AC4-5	68	trouble-shooting	Y6-14	58
fault tracing	AC6	69	microswitch checking/adjusting	Y7-10	59
trouble-shooting	AC7-42	69			
Microswitches			Throttle control, setting		
stepless EGR			A-engines	AP1-4	94
F-engines, type 1	Y7-10	59	K-engines	AQ1-2	96
			E/F-engines	AR1-5	97
On/off EGR			F-engines with LH-Jetronic fuel system	AS1-4	98
connection	V1-6	53	turbo engines	AT1-4	100
function test	V9-10	55			
fault system	V11	55	Tightening torques		
			important		2
Pressure testing					
cooling system	AG1	81	Turbo		
			important	C1-4	13
Pulsair system			trouble-shooting	D1	14
general	U1	51	routing of fuel pipes	E1	15
shut-off valve, installing	U2	51	charge pressure, checking/-		
checking/adjusting CO content ..	U3	51	adjusting	F1-9	16
system check	U4-6	51	pressure actuator replacement ..	G1-4	18
distribution pipe, removal/-			control system for charge pres-		
installing	U7	52	sure (only B 21 FT with intercooler)	H1-10	19
			ignition retardation, full load		
Radiator			enrichment and pressure sensor		
cleaning	AH1	81	Warning lamp, F-engines		
checking	AH2	81	exhaust recirculation (EGR)	AB1	65
adjustment of position	AH3	81	Lambda-sond system	AD3	77
Special tools			6		
Specifications			2		
Stepless EGR A-engines					
connection	X1	56	Wiring diagram		
function test/trouble-shooting ...	Z5-11	62	electric cooling fan	AN4	91
			Lambda-sond system	AC3	67
			control system for charge		
			pressure B 21 FT with intercooler	H2	19
Stepless EGR E/F-engines					
Types 2 and 3					
connection	Z1-2	61			
function test	Z5-6	62			
trouble-shooting	Z7-11	62			

Page	Operation
57	Steps for F-engine
58	Type 1
59	connection
60	function test
61	trouble shooting
62	troubleshooting checking setting
63	troubleshooting
64	troubleshooting
65	troubleshooting
66	troubleshooting
67	troubleshooting
68	troubleshooting
69	troubleshooting
70	troubleshooting
71	troubleshooting
72	troubleshooting
73	troubleshooting
74	troubleshooting
75	troubleshooting
76	troubleshooting
77	troubleshooting
78	troubleshooting
79	troubleshooting
80	troubleshooting
81	troubleshooting
82	troubleshooting
83	troubleshooting
84	troubleshooting
85	troubleshooting
86	troubleshooting
87	troubleshooting
88	troubleshooting
89	troubleshooting
90	troubleshooting
91	troubleshooting
92	troubleshooting
93	troubleshooting
94	troubleshooting
95	troubleshooting
96	troubleshooting
97	troubleshooting
98	troubleshooting
99	troubleshooting
100	troubleshooting

Page	Operation
57	Steps for F-engine
58	Type 1
59	connection
60	function test
61	trouble shooting
62	troubleshooting checking setting
63	troubleshooting
64	troubleshooting
65	troubleshooting
66	troubleshooting
67	troubleshooting
68	troubleshooting
69	troubleshooting
70	troubleshooting
71	troubleshooting
72	troubleshooting
73	troubleshooting
74	troubleshooting
75	troubleshooting
76	troubleshooting
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89	troubleshooting
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92	troubleshooting
93	troubleshooting
94	troubleshooting
95	troubleshooting
96	troubleshooting
97	troubleshooting
98	troubleshooting
99	troubleshooting
100	troubleshooting



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