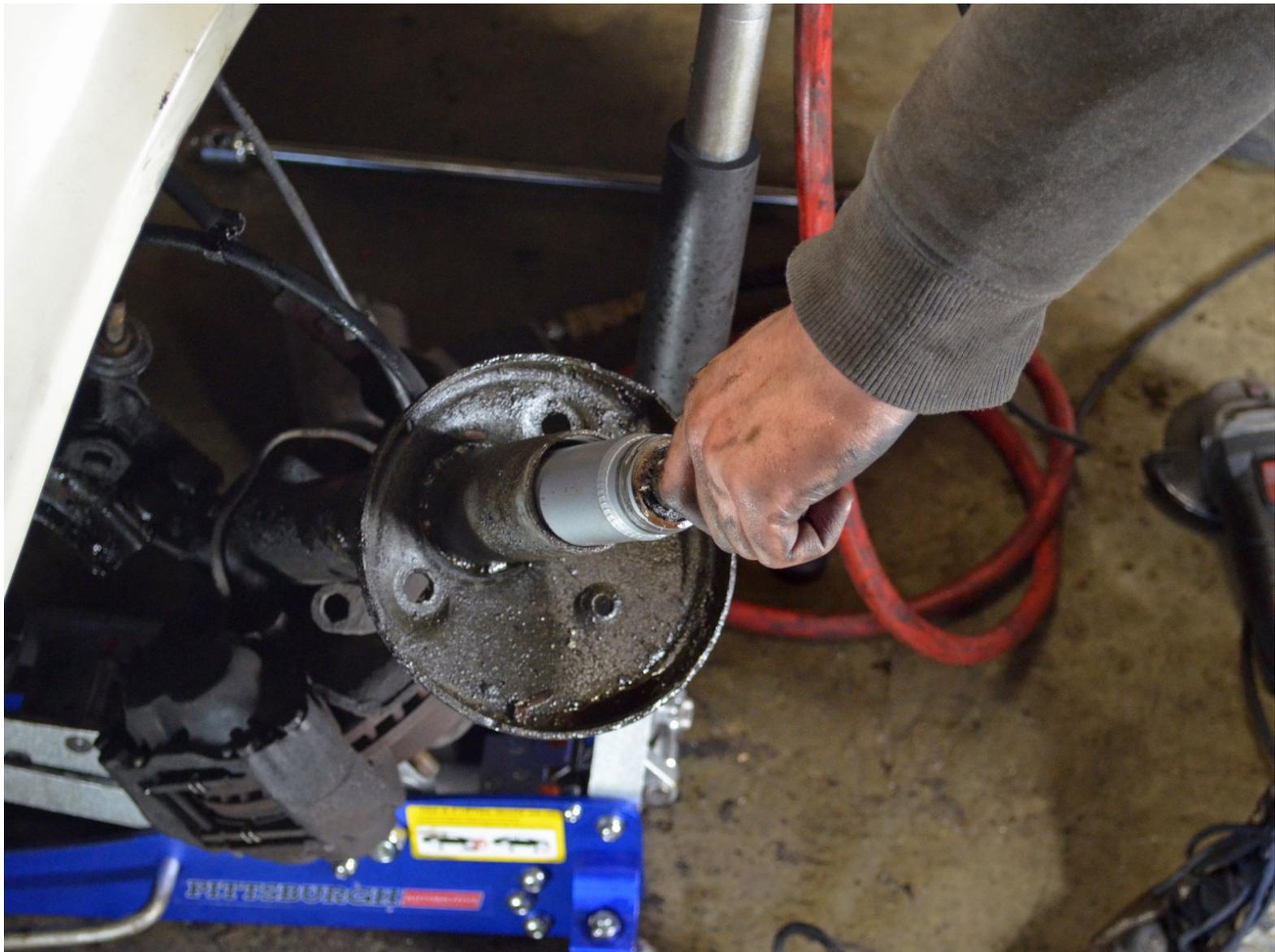




# 1986-1993 Volvo 240 Front Struts Replacement

Replace your 240's worn out front struts.

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## INTRODUCTION

Factory dampers should be checked after 50,000 miles to see if they need to be replaced. Whenever working on suspension components you should keep one side completely assembled as a reference.

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### TOOLS:

- [Socket 12mm](#) (1)
- [13 mm Deep Socket](#) (1)
- [Socket 15mm](#) (1)
- [18 mm Box End Wrench](#) (1)
- [Socket 19mm](#) (1)
- [24 mm Impact Socket](#) (1)
- [Channellock Groove Joint Pliers](#) (1)
- [Hydraulic Floor Jack](#) (1)
- [Impact Wrench](#) (1)
- [Jack Stand](#) (1)
- [Locking Pliers](#) (1)
- [MacPherson Strut Spring Compressor](#) (1)
- [Socket Wrench](#) (1)
- [Tie Rod End Puller](#) (1)
- [Socket 18mm](#) (1)

## Step 1 — Front Springs



- Jack up the front of the car and place it on jack stands.
- ⚠ Never work on or underneath a car that is only supported by a jack. The jack may slip or fail, resulting in serious injury or even death.
- Use an impact wrench or tire iron to remove the five 19 mm lug nuts from the front wheel.
- Pull the front wheel off the wheel lugs and set it aside.

## Step 2



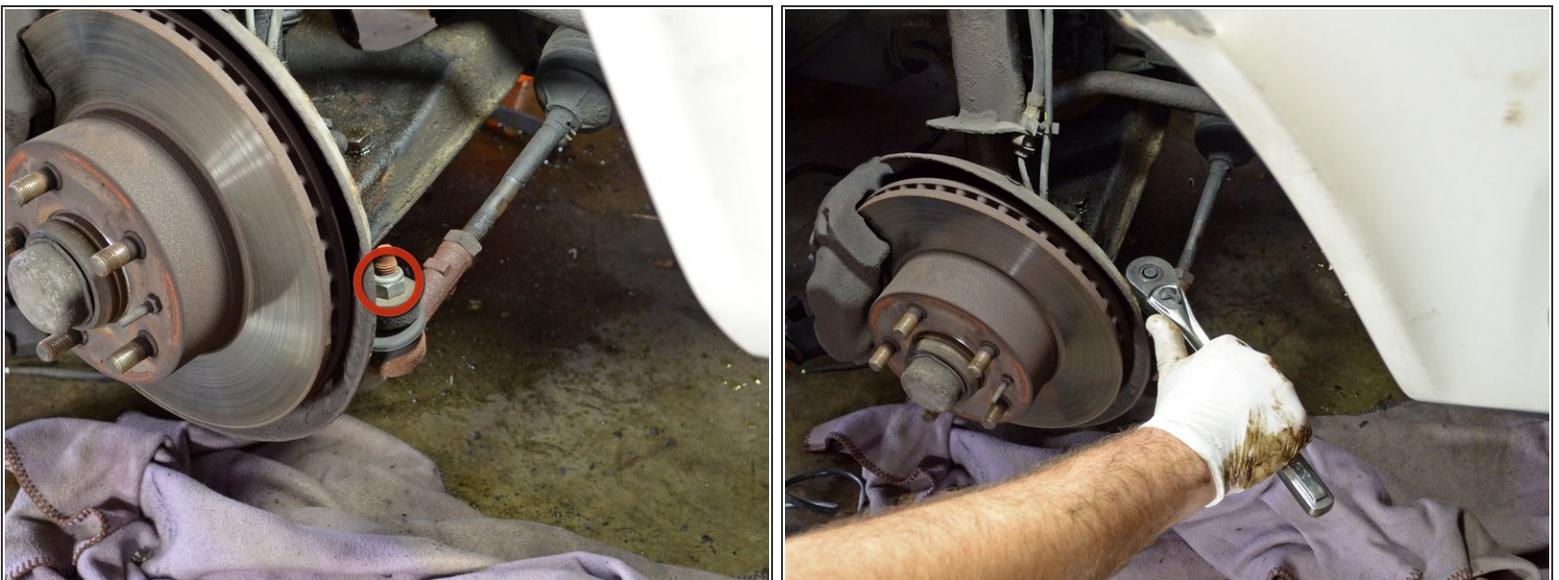
- Use a socket wrench or impact gun to remove the 15 mm nut on the front sway bar endlink.

### Step 3



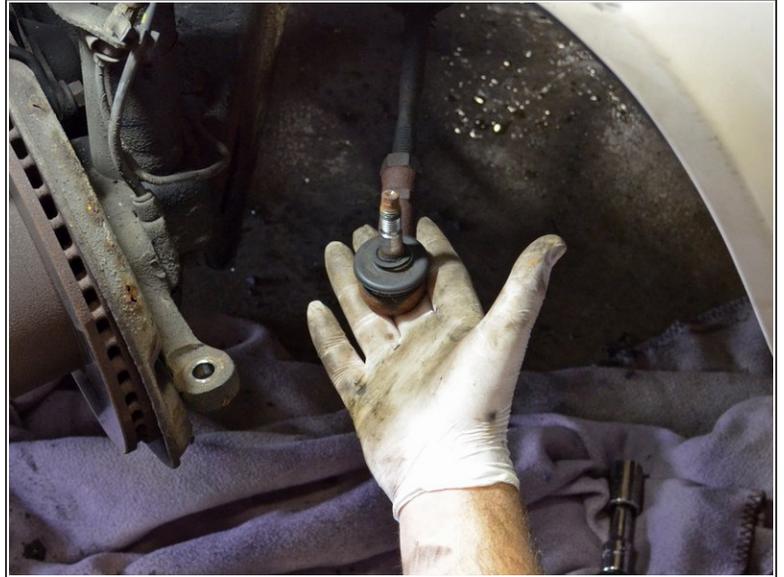
- ⓘ The front brake lines are attached to the body by a small bracket near the strut.
  - Grab the front edge of the bracket with a pair of locking pliers.
  - ⓘ Without the locking pliers to hold the bracket in place, it may twist back and forth. This twisting could fracture the rigid brake lines.
  - Remove the 12 mm bolt that holds the bracket in place with a socket wrench.

### Step 4



- Use a socket wrench or impact gun to remove the 19 mm tie rod end nut.

## Step 5



- Place a tie rod end puller over the exposed threads of the tie rod end and turn the puller with a socket wrench to push the tie rod end out of the steering knuckle.

## Step 6



- ⓘ The ball joint is held to the control arm by three 18 mm bolts.
  - Remove the bottom two nuts with a breaker bar or long wrench.
  - Place a breaker bar over the gold nut on the bottom of the control arm.
  - ⓘ The breaker bar alone will not be able to loosen the nut, since the bolt is free to rotate.
  - Place an 18 mm box end wrench over the bolt on top of the control arm.
  - Turn the breaker bar and the wrench in their respective counterclockwise directions to loosen and remove the third ball joint-to-control arm bolt.

## Step 7



- Place a jack underneath the ball joint to support it once you remove the 3 ball joint-to-control arm bolts.

## Step 8



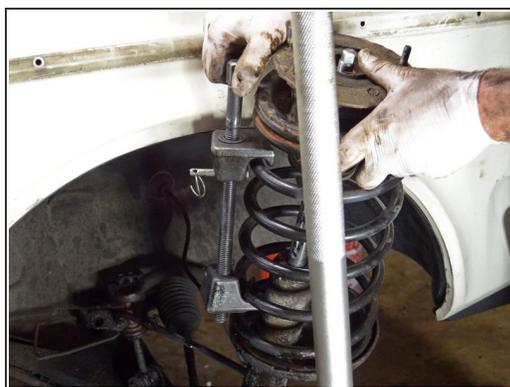
- Open the hood and locate the three strut mounting bolts on the strut tower.
- Make an alignment mark on the shoe at the dimple in the top of the strut tower before removing the mounting nuts.
- Use a ratcheting socket wrench or impact wrench with a 13 mm deep socket to remove the three nuts.

## Step 9



- Slowly lower the jack and guide the strut assembly down and out of the car.

## Step 10



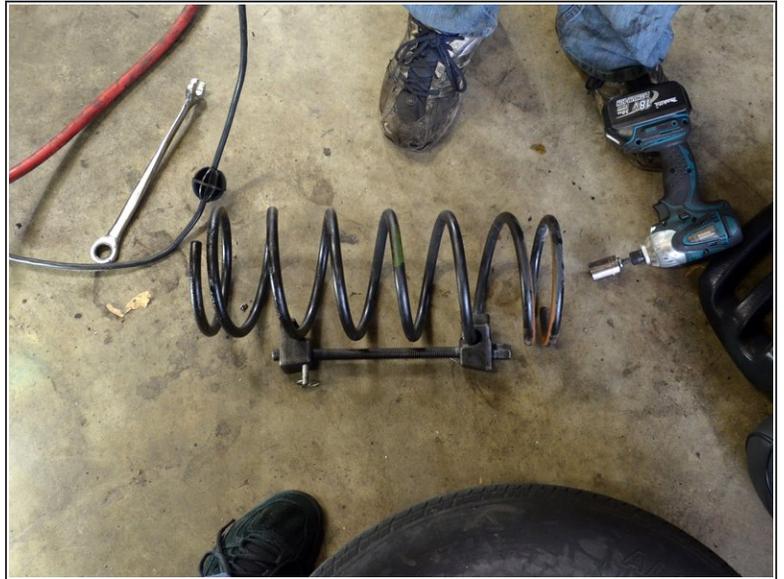
- Place spring compressors on opposite sides of the spring.
- ⓘ Make sure you are using spring compressors that are meant for MacPherson struts. Internal-type spring compressors will not work.
- Alternate tightening the spring compressors evenly until you are able to move the entire spring up and down.

## Step 11



- Use an impact wrench to remove the 24 mm nut at the top of the strut assembly.
- Remove the strut mount from the strut assembly.

## Step 12



- Remove the upper spring seat and pull the spring off the strut assembly.
- If you are installing new springs you will need to remove the spring compressors. Loosen each spring compressor evenly, alternating from side to side until they are off the spring completely.
- When installing new springs you will need to compress them with the spring compressors before placing them on the strut assembly.
- If you are reinstalling the same springs you may keep the compressors in place until it is time to reassemble the suspension.

## Step 13 — Front Struts



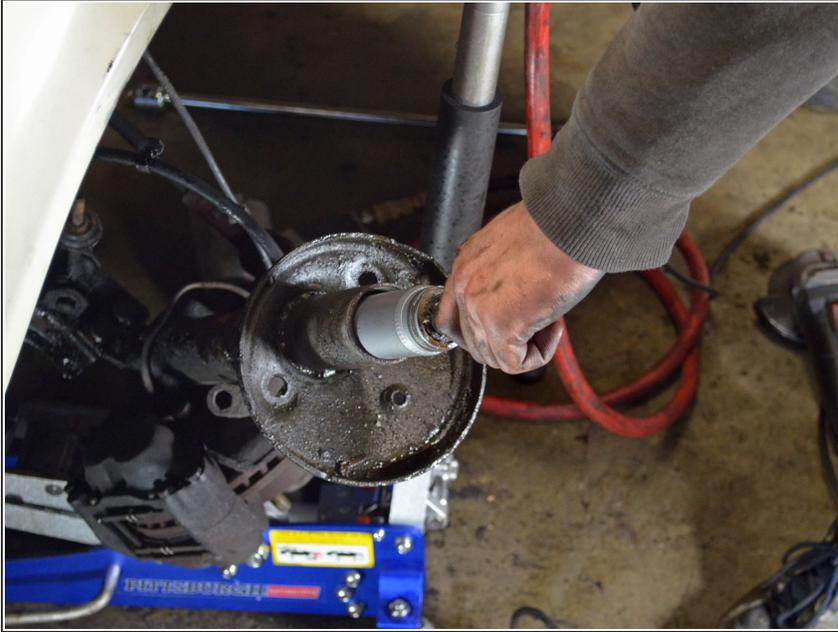
- Remove the rubber bump stop from the strut assembly.

## Step 14



- Use a large adjustable wrench or pair of groove joint pliers to remove the strut gland nut.

## Step 15



- Grab the top of the strut and pull it out of the strut assembly.

To reassemble your device, follow these instructions in reverse order.