

## Install Instructions

Distribution: All, Web, Include

Relevant Models: 900 94-98, 9-3 99-02 + 03cv, 9-5 All

## Replacement of wheel bolts

### Background

The contact surface to the brake disc is smaller on a pressed steel wheel than on an aluminum wheel. When wheels with pressed steel rims are fitted, corrosion and dirt formation can occur on the free surfaces on the brake disc. This is also common on vehicles that do not rotate tires regularly. Sometime the corrosion can be so bad that removal of the wheels requires force from a large soft faced hammer.

When aluminum wheels are later fitted the rim's contact surface ends up on the layer formed which leads to settlement and reduced grip in the joint. This can result in the joint beginning to move with possible fatigue of the wheel bolts as a result.

### Procedure

- 1 Raise the car.
- 2 Remove the wheel.
- 3 Clean the contact surface between the rim and the brake disc from dirt and corrosion. Use sandpaper or wire brush.
- 4 Apply White high-pressure paste grease or similar lubricant / corrosion inhibitor to the hub to wheel mating surface.

#### Important:

Make sure that there is no grease on the contact surface between the rim and the brake disc.

- 5 Hang the wheel in place, fit the new wheel bolts and tighten them alternately by hand so that the wheel is centered.
- 6 Tighten the bolts alternately twice (pressed steel wheel three times).

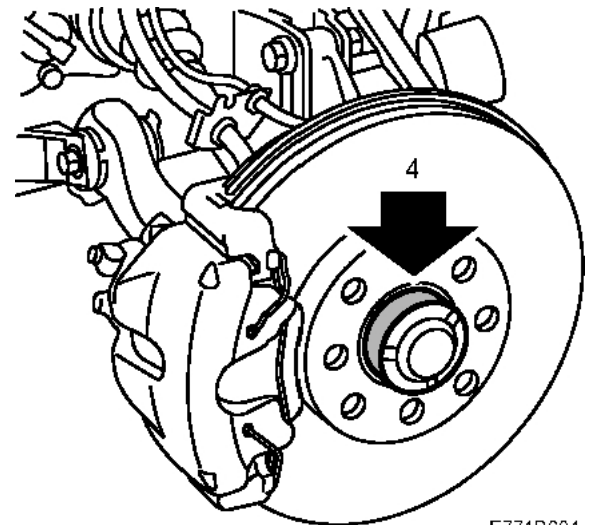
#### Important:

The wheel should hang free when the wheel bolts are tightened.

### Tightening torque

**Aluminum rims 81 lbf ft.**

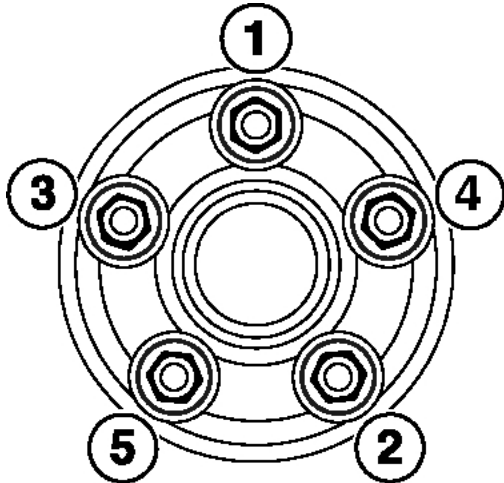
**Pressed steel rim 37 lbf ft +2x90°, max. 81 lbf ft**



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Note:

In order to avoid the bolts being tightened too hard when fitting pressed steel wheels, tightening through a further quarter-turn must be carried out using a torque wrench set at 81 lbf ft). If the torque wrench indicates that 81 lbf ft is attained then the tightening through a further quarter-turn must be stopped.



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- 7 Carry out steps 2-6 on the other wheels.
- 8 Lower the car.