

# *Our Best Preventative Maintenance Checklist*

## *or*

### *“The 2<sup>nd</sup> 100,000 miles”*

Volvo was one of the first auto manufacturer's to build an engine that could last 300,000 miles. The 240 model is a great car, but the typical 240 now has over 13 years and 100,000 miles on it. And while you might not need to worry about the engine, other parts can and do wear out.

Our experience has shown that typically, the following parts are pretty much guaranteed to need replacing between 100,000 and 200,000 miles of driving. With electrical parts there is really no good way to be sure of the age of a part, or how much life is left in it.

One approach is to wait for each part to fail in turn. The approach we advise is to be pro-active! The following is a list of “mission critical” items that can cause the car not to start, or stall unexpectedly when they eventually fail. I've presented the list in cost order.

So if you don't have a record of replacement we advise replacing the following item with new parts

Description	Approx. replacement cost w/ labor	
- Fuse box service	\$52	done on: _____
- Oil & Filter change	\$55	done on: _____
- Electronic Control Unit sleeves	\$86	done on: _____
- install new fuse holder on fender wall	\$105	done on: _____
- new Voltage Regulator	\$125	done on: _____
- Fuel system relays	\$145	done on: _____
- throttle body service	\$150	done on: _____
- new engine thermostat	\$190	done on: _____
- Engine Speed sensor	\$200	done on: _____
- Power stage	\$245	done on: _____
- Fuel pressure regulator	\$270	done on: _____
- new ignition switch	\$280	done on: _____
- Brake master cylinder (replace at 150K miles)	\$325	done on: _____
- Timing belt (advised at 50K mile intervals)	\$616	done on: _____

prices valid to 12/2009