

2005 XC90 Front Brakes (336mm/13.25 in.)

First off - let me say that I am an amateur (at best) mechanic, and I claim no responsibility for whatever you do to your car. This is simply what I did and hope that it will help you if you are new to the repairs.

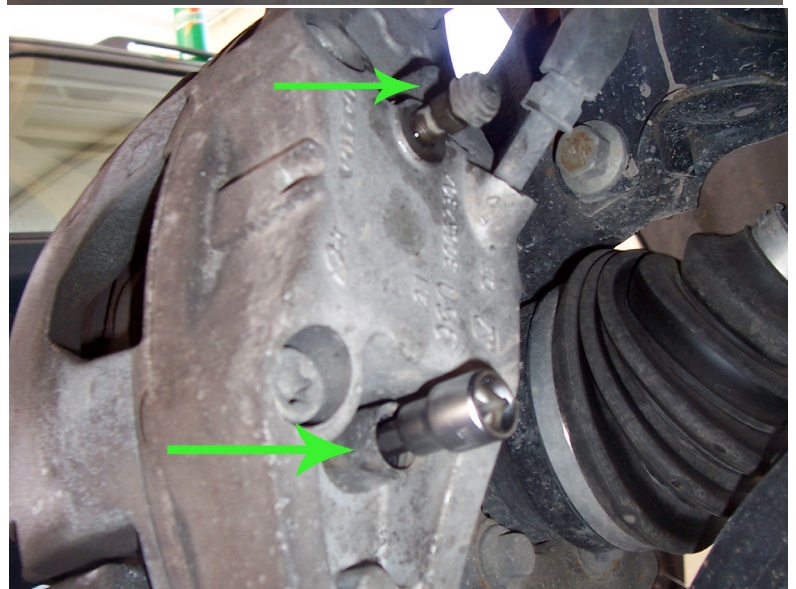
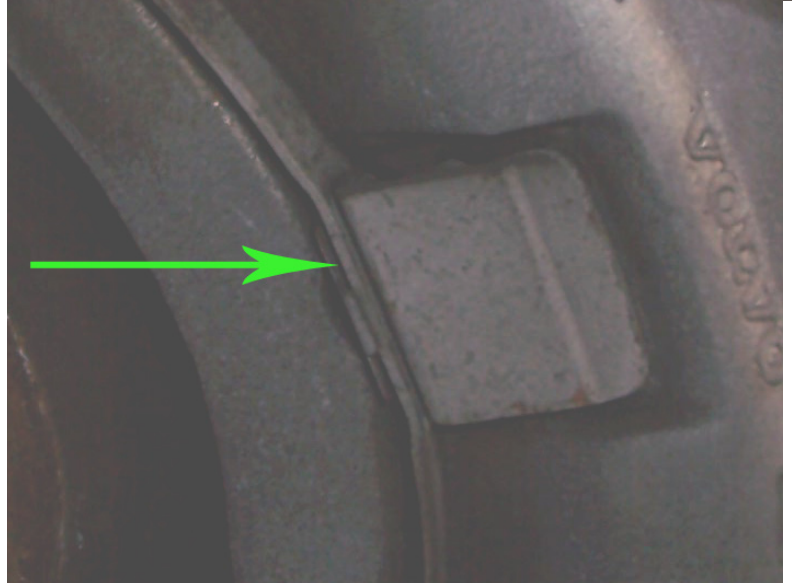
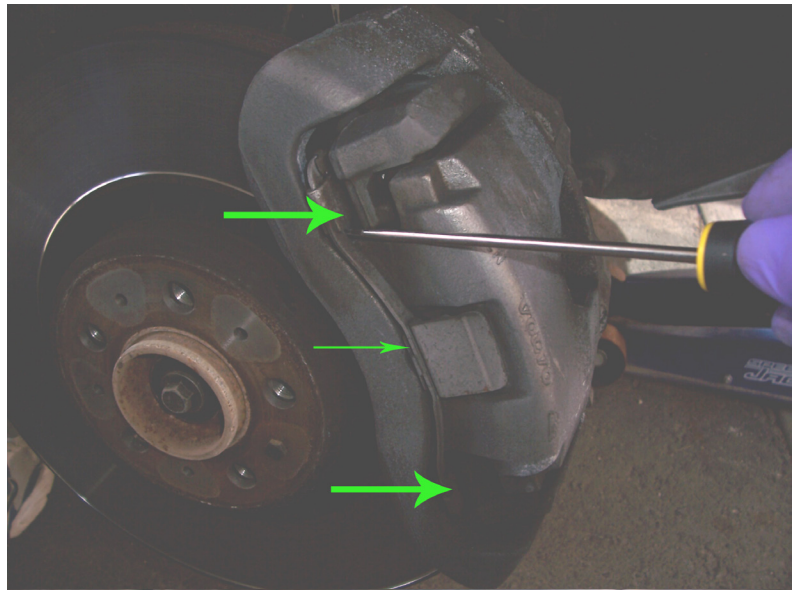
You will need the following:

- jack and jack stands
- lug wrench
- a couple flat head screwdrivers
- 7mm hex tool (got mine at IPD)
- 18mm socket and a LONG ratchet or breaker bar
- 10mm socket
- PB Blaster or something like it
- Brake Cleaner

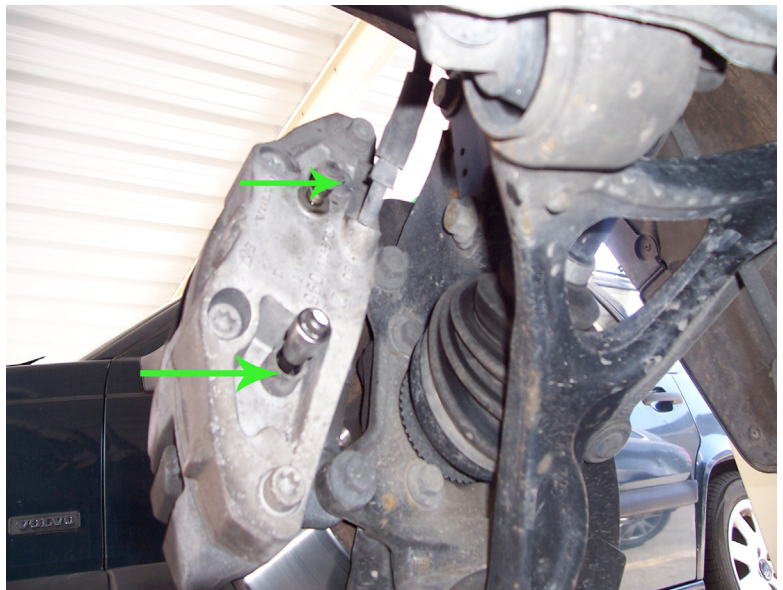
1 - Obviously the first step is to get the wheels off, block your back tires or do whatever you do for safety, loosen the lug nuts while the wheels are down, jack the front up and set the jack stands. Get the lug nuts off and remove the wheels.

2 - Remove the retaining spring with a flat head screwdriver, be careful not to damage it. I used two flat heads in the upper and lower arrows the first time. Doing this broke the bracket off back of the old pad. Once I reassembled I realized what worked best was to put one flat head in the top or bottom and put a second where the middle arrow is. This is zoomed in in the second picture. Put the screwdriver in there and turn in to separate the spring from the pad bracket.

3 - On the back of the caliper pop the cap off the 7mm hex dust covers. The top is harder to get to it's just above the bleeder screw. Remove the hex screws. They are different lengths so remember which is top and bottom.

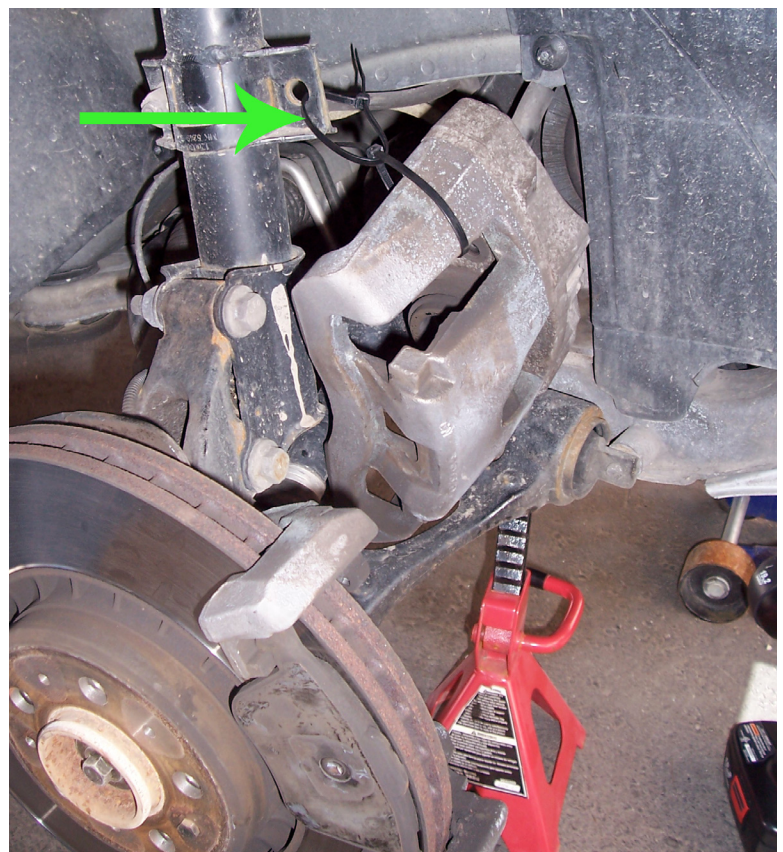


This is just another angle to see where the caps are.



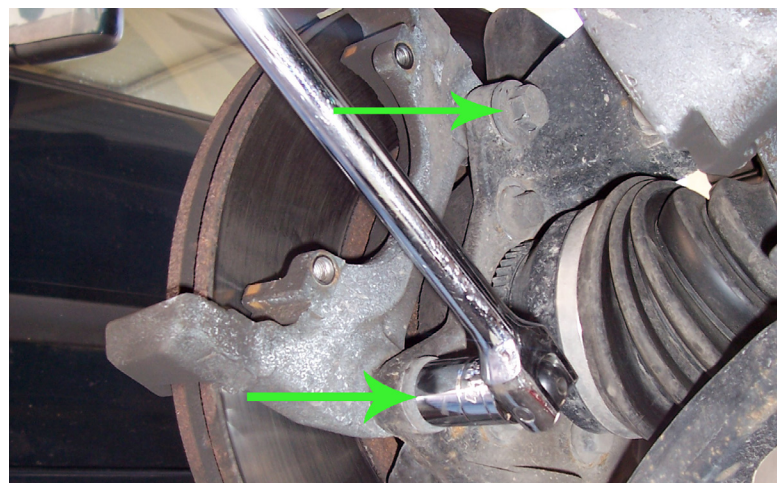
4 - This part was a bit tough, the Volvo instructions just say “remove caliper” but the way it was designed I couldn’t get it off without REALLY pulling the caliper hard towards me to depress the piston a bit, then it came off. Remember to open the reservoir cap to allow the piston to retract.

If you are just changing the pads and don’t need to turn or replace rotor you are done here. Just reinsert the new pads, after you great the backs, and re-assemble in revers order.



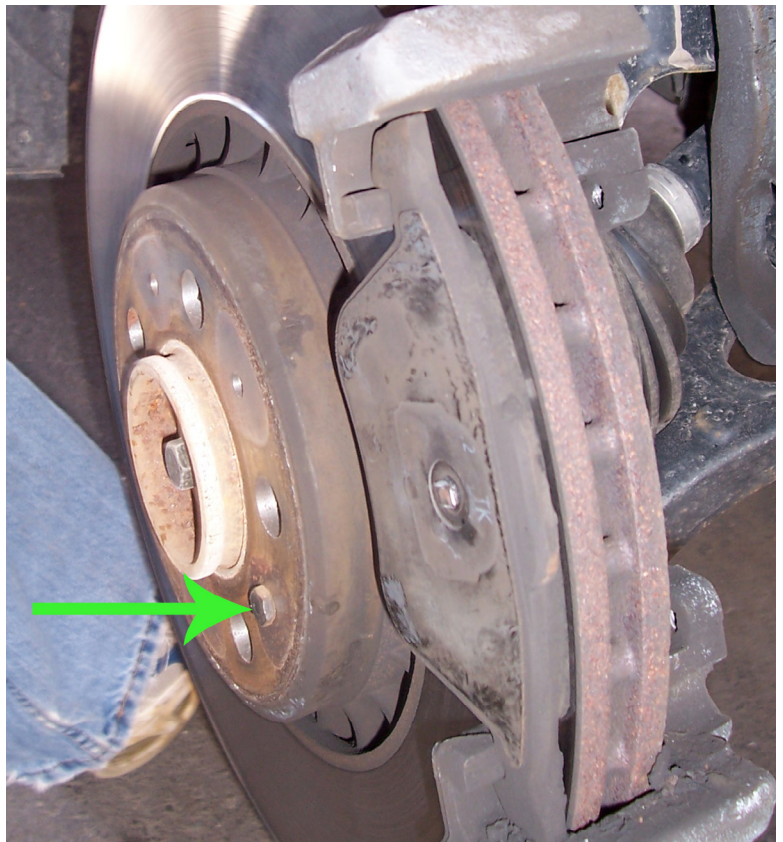
REMOVING THE ROTOR

5 - Remove the caliper brackets using a breaker bar and an 18mm socket, this takes a good amount of pressure.

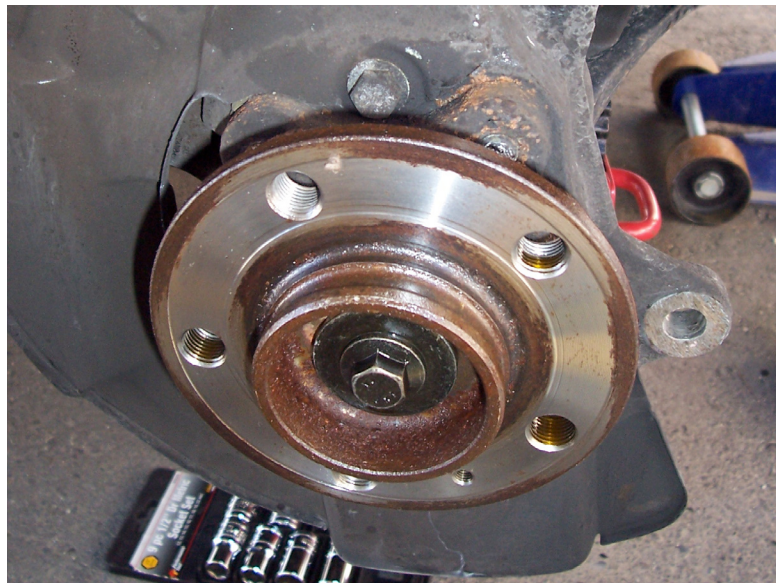


6 - Remove the rotor bolt with a 10mm socket. This picture is out of sequence. I forgot to take a picture of this part.

7 - Once the bracket is off you “just” pull the rotor off. If you haven’t done this before it sounds easy enough, but after apparently 5 years on one set of rotors, these were very well rusted to the hub. After spraying both wheels with PB blaster and letting sit for 10 minutes, beat the rotor HARD with a hammer at about the 2 or 3 o’clock position. 5-6 good hits and it will pop off.



8 - Spray all the rusted areas with PB blaster and use a wire brush to clean up the hub as much as possible.



9 - Place the new rotor on the hub and use the 10mm bolt to hold it in place.

10 - Reinstall in reverse order.

A note, my usual caliper pressing wrench did not work well because of the caliper design. I had to use a wedge on the bottom (caliper upside down) of the pad to keep the pad in place and fully depress the piston.

