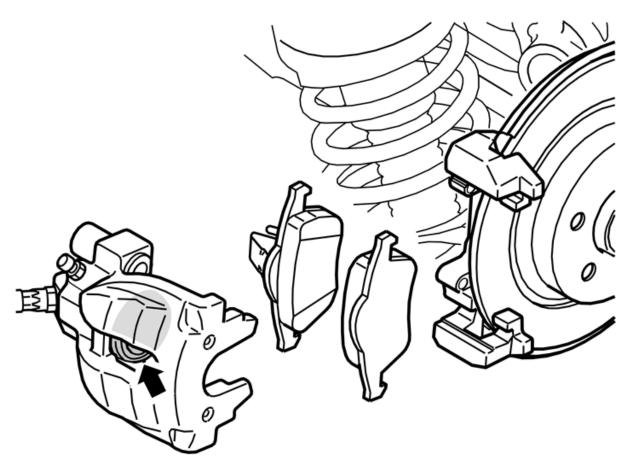
Volvo Car Corporation Gothenburg, Sweden

Instruction No 30683784

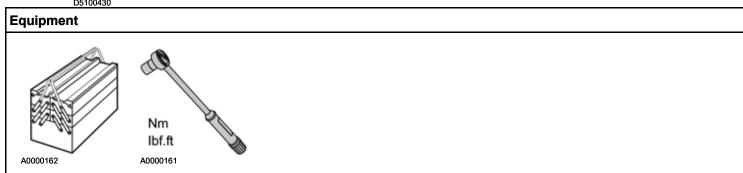
Version 1.0

Part. No.

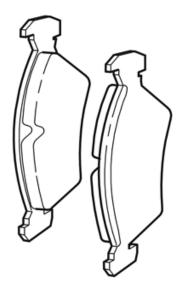
# Rear brake pads

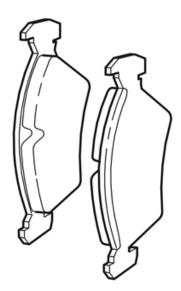


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### INTRODUCTION

Read through all of the instructions before starting installation.

Notifications and warning texts are for your safety and to minimise the risk of something breaking during installation.

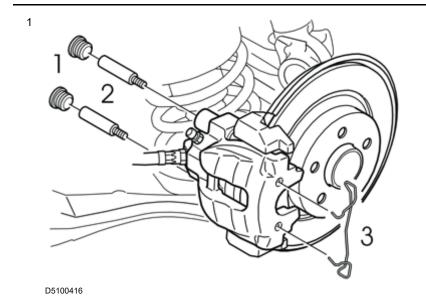
Ensure that all tools stated in the instructions are available before starting installation.

Certain steps in the instructions are only presented in the form of images. Explanatory text is also given for more complicated steps.

In the event of any problems with the instructions or the accessory, contact your local Volvo dealer.

#### Note!

This user's guide only applies to countries within the EU (European Union).



Important! The brake pads on the front axle must all be replaced at the same time

### Note!

Replace the brake pads when they have worn down to a minimum thickness of 3 mm.

### Preparatory work

Lift up the vehicle. Ensure that the vehicle is stable. Remove the wheel.

### Remove the retaining spring and the locating pins

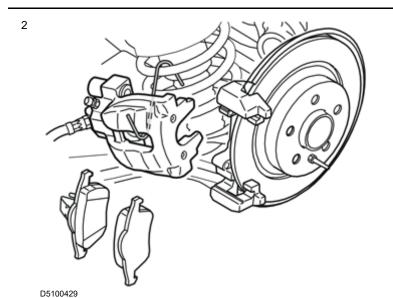
Remove the retaining spring (3) carefully. Prevent the retaining spring from becoming deformed

Remove the protective caps (1) from the two locating pins (2)

Remove the locating pins. Use a 7 mm hexagonal socket.

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## Remove the brake calliper and the brake pads

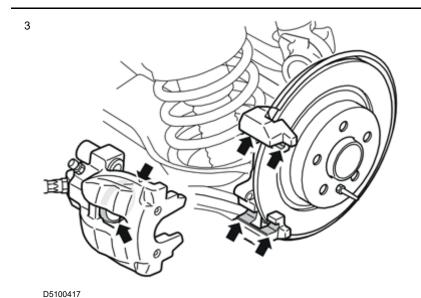
Remove the brake calliper from the holder

Remove the brake pads

Hang up the brake calliper from a steel wire mounted in the front spring so as not to damage the brake hose.

### Note!

Do not depress the brake pedal when the brake pads have been removed.



Clean and check the brake calliper and the dust boot

Clean and check the mating surfaces for the brake pads in the brake calliper

Check the dust boot for the piston. Replace the dust boot if it is damaged.

### Note!

If the dust boot is damaged, dirt may have penetrated the cylinder. In this case the brake calliper must be renovated.

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### Check the brake disc

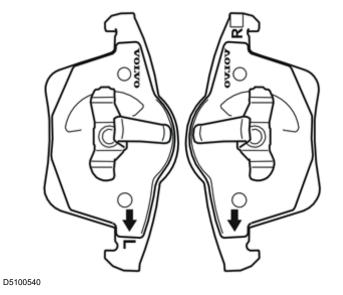
#### Note!

The minimum recommended disc thickness when installing new brake pads = 10.7 mm.

Check the brake disc. If the brake disc displays signs of deformation, check the lateral runout of the disc (must be carried out by a Volvo workshop).

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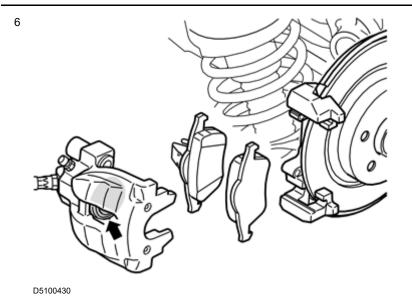
## Applies only to the XC90

## Note!

The rear brake pads on the piston side for the XC90 are in different versions on the left and right-hand sides. The brake pads are marked with an arrow showing the direction of rotation, as well as L for left and R for right sides.

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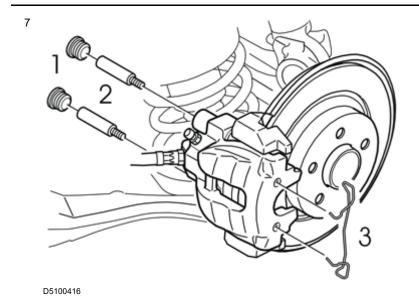
## Install the brake pads and the brake calliper

Press the piston back into the cylinder on the brake calliper

Check that the dust boot is correctly positioned

Install new brake pads

Install the brake calliper.



### Install the locating pins in the brake calliper

Check the rubber sleeves for the locating pins. Replace if necessary

Lubricate the locating pins using grease, P/N 1161325-4

Insert the locating pins (2) in the rubber sleeves. The pins must slide easily into the sleeves

Tighten the locating pins. Tighten to 30 Nm. Install the protective caps (1)

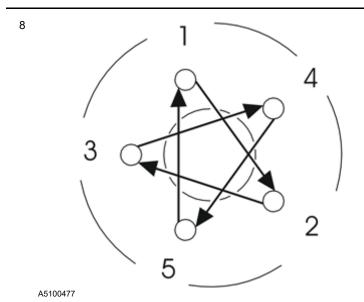
Install the retaining spring (3)

Reinstall the wheel

Repeat the procedure on the other side of the car.

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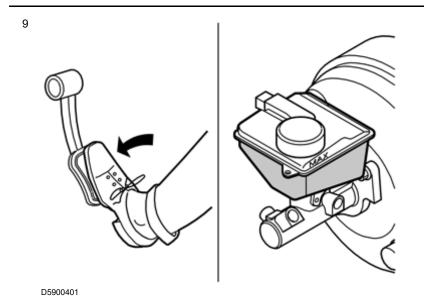
Ensure that the brake disc and the rim mating surfaces are clean

Lubricate the centre guide for the rim on the hub. Use installation paste 1161397-3

Install the wheel studs loosely. Then tighten the wheel studs crosswise. Tighten to 90 Nm (66 lbf. ft.). Use torque socket 9814031 if using an impact spanner. The studs must be tightened crosswise and to the correct torque to prevent stresses in the brake disc

Repeat the procedure on the other side of the vehicle

Lower the car.



### Check the brake fluid level

Depress the brake pedal a few times

Check the fluid level in the brake fluid reservoir. Top up if necessary.

## Note!

To be completely certain that the brake pads are correctly positioned, apply the brakes repeatedly when the car is on the ground. Repeat the process until the pedal travel has stabilised at approximately one third of its total travel.

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