

# 1995 Volvo 850 Auto Engine and transmission Removal

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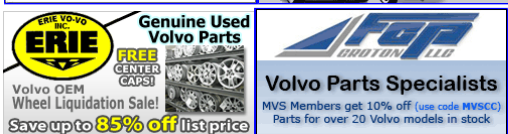
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## 1995 Volvo 850 Auto Engine and transmission Removal

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### 1995 Volvo 850 Auto Engine and transmission Removal

by [wheelsup](#) » Yesterday, 21:57

Things Needed

- Parts: my dealer charged me \$140 for all the below including tax; FCP Groton didn't sell the bolts (you can try calling) but with shipping buying from them would've saved me \$35 on the seals alone. They sell OEM seals I believe. You will need :
  - o SIX (6) torque converter to flexplate bolts (979671)
  - In addition I replaced the following
  - o Rear Main Seal Volvo #9458178
  - o TEN (10) flexplate to crankshaft bolts, needed if replacing RMS (Volvo item 1275375)
  - o TWO (2) Transmission output axle shaft seals Volvo #6843112
  - o Transmission pump seal sealing the torque converter Volvo #9495017
- Engine Hoist/Cherry Picker – Harbor Freight foldable 2-ton unit. The reach of the 2-ton unit is longer than the 1-ton for a given weight. The foldable hoist is much better suited to a garage setting as it folds to about a 2'x3' area if you decide to keep it. On sale for with coupon - \$144 + tax.
- Load leveler. Also a Harbor Freight item, get the 2-ton unit, w/ coupon \$34 + tax.
- Upgraded chains and attachment pieces, two of them (called "Quick Links" item #T7645136, 5/16" I believe) from Lowe's Hardware (didn't trust the chains from Harbor Freight's load leveler, they looked flimsy). I bought chain tested for I believe 1300# and the attachment pieces were rated at 1700#. Buy enough chain, I measured out how much the load leveler came with and added a little bit extra. All told around \$20.
- If you don't have a transmission jack or other similar jack you can use the engine hoist with an additional one or two quick links of the same size as above along with about 14' (two 7' sections) of chain (for safety; I used one 7' section and it was doable but unsteady). I bought slightly smaller chain, it was around \$1.50/ft to save on cost, just make sure the Quick Links fit into it. If you buy the Harbor Freight engine hoist the quick links will fit into the hook making it a good match. Around \$25.
- Some sort of wedge tool, I ended up using an air hammer chisel however if I were doing it again I would try to find some type of wooden wedge like a door stop. See step #14 under Removing the Axles.
- Besides that you need the standard stuff, sockets/extensions/swivels/torx bits (I bought mine from Harbor Freight as well, the set was around \$7). You'll need a torque wrench and an angle gauge for some of the bolts, namely the flexplate bolts.
- The Haynes Manual and the Volvo Service Manual for your car is also a good reference. In fact I primarily used the Haynes, I don't follow the exact order but this is meant more as a supplement to it, in order to help locate the items mentions in the steps.

**This is the cut pages sample. Download all 56 page(s) at: ManualPlace.com**

<http://www.matthewsvolvosite.com/forums/viewtopic.php?f=1&t=28973&p=129175>

Obviously this is a "do at your own risk" procedure...I don't claim any responsibility for you hurting yourself or your car!

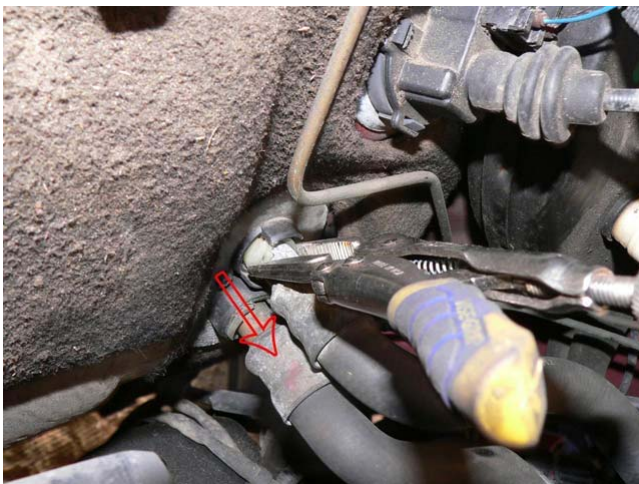
### Section (A) Prepping the car

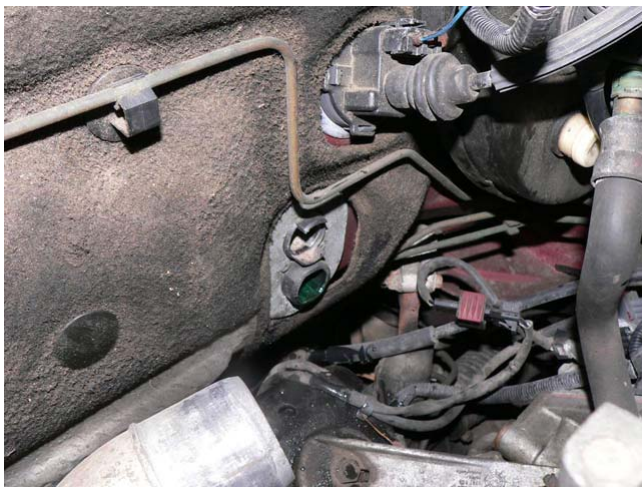
The objective of section A is to get the car ready to be taken apart.

- 1) Loosen lug nuts and jack up car and place on jack stands. Note: if you don't have an impact gun you will need to loosen the axle nuts first, momentarily skip to step #7 to crack them loose then come back to step #2. (1, 2)



- 2) Disconnect negative battery cable
- 3) Drain all fluids - oil, coolant, and transmission oil
- 4) Remove the heater core hoses from the firewall connection point. I used vice grips to hold the plastic clips in while tugging backward. You do this now because there is still fluid in the lines and it will drip down on the open transmission axle holes if you wait till later. (2.5, 2.51)





5) Remove the accessory belt, and accessory belt tensioner (2 bolts)

#### Section (A) Prepping the car is complete.

#### Section (B) Removing the axles

The objective of section B is to remove the drivers and passengers side axles from the transmission.

6) Remove front wheels

7) Remove axle nuts holding axle to wheel. 36mm I believe. I rented an axle nut set at Advance Auto instead of buying the socket (free with return). (3)



😁 To do it the "right way" Volvo says to remove the ABS Sensors however I found that isn't necessary. To remove, you must undo the bolt holding the sensor to the steering knuckles (top of steering knuckle) undo the bolt holding the wiring on to the sidewall. Also release the wiring from the strut (rubber grommet). (4, 5, 7)







9) Volvo has you remove the ball joint however I found it was impossible unless you have a ball joint spreader (FCP sells them, as well as Harbor Freight, I believe for \$15). I didn't so I removed the two bolts holding the control arm to the sub frame: Passengers side (8)



Drivers side (8.1, 8.2).

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Once removed one side was stuck (bad bushings) and had to be pounded out (9) but the other sides just fell down.



10) Release axle from steering knuckle. To release the axle tap it inward with an extension (that's what I did) about 1/2" or so (it will move inward). Pull outward on the steering knuckle and the axle will "pop" out. (10, 11)