2011-2018 Volvo S60 - Spark Plug Replacement

2011-2018 Volvo S60 | Advanced | 1.5-2 hours | $115 DIY

TOOLS

3/8-in ratchet with 3-in and 6-in extensions 16mm (5/8-in) spark plug socket, flexible type preferred T30 Torx bit for the 5/6-cylinder engine cover 8mm and 10mm sockets for coil bolts and boost-pipe hardware 7mm socket or screwdriver for boost-pipe clamps Feeler or wire-type spark plug gap gauge Compressed air, brush, or vacuum for plug wells Dielectric grease for coil boots

PARTS

Correct spark plug set for the gasoline/ICE engine in 2011-2018 Volvo S60; verify engine, heat range, gap, and VIN fitment $115.00

Coil-boot seals or ignition coils only if inspection finds damage $35.00

STEPS

1. **Identify your S60’s engine and plug count - Early cars use Volvo’s own five- and** six-cylinder turbos: the T5 is a 2.5-liter five-cylinder (B5254T12) and the T6 is a 3.0-liter six-cylinder (B6304T4). Let the engine cool fully and disconnect the negative battery cable.
2. **Note the two-piece cover and its T30 bolts - On the 5- and 6-cylinder engines the cover** comes off in two pieces: the large main cover is held by six T30 Torx bolts and the smaller timing-belt-area cover by two more.
3. **Clear the boost pipe on the 5-cylinder - On the turbo five-cylinder, a rigid boost pipe** runs over the top of the engine. Loosen its hose clamps and remove the 10mm bolts holding the pipe, then lift it out of the way - do not let it hang by the hoses.
4. **Unplug and lift out the ignition coils - Squeeze each coil connector’s release tab and** pull it straight off, then remove the single 8mm bolt holding each coil. Twist and pull each coil straight up out of its well.
5. **Extract the old plugs and check the new ones - Never invent a gap value - check the** correct gap on your under-hood emissions sticker or in the owner’s manual and verify each new plug with a feeler or wire gauge.
6. **Hand-start and seat the new plugs - Start every plug by hand until the threads are fully** engaged - cross-threading an aluminum head ruins the day. Once finger-tight, add roughly a quarter to a half turn to seat the crush washer; Volvo heads are aluminum and overtightening...
7. **Reassemble and verify the repair - Reconnect every coil connector until it clicks, refit** the boost pipe on the five-cylinder with its bolts and clamps fully tightened, and reinstall the engine cover and its T30 bolts (or press the Drive-E cover back onto its studs). Reconne...

TORQUE