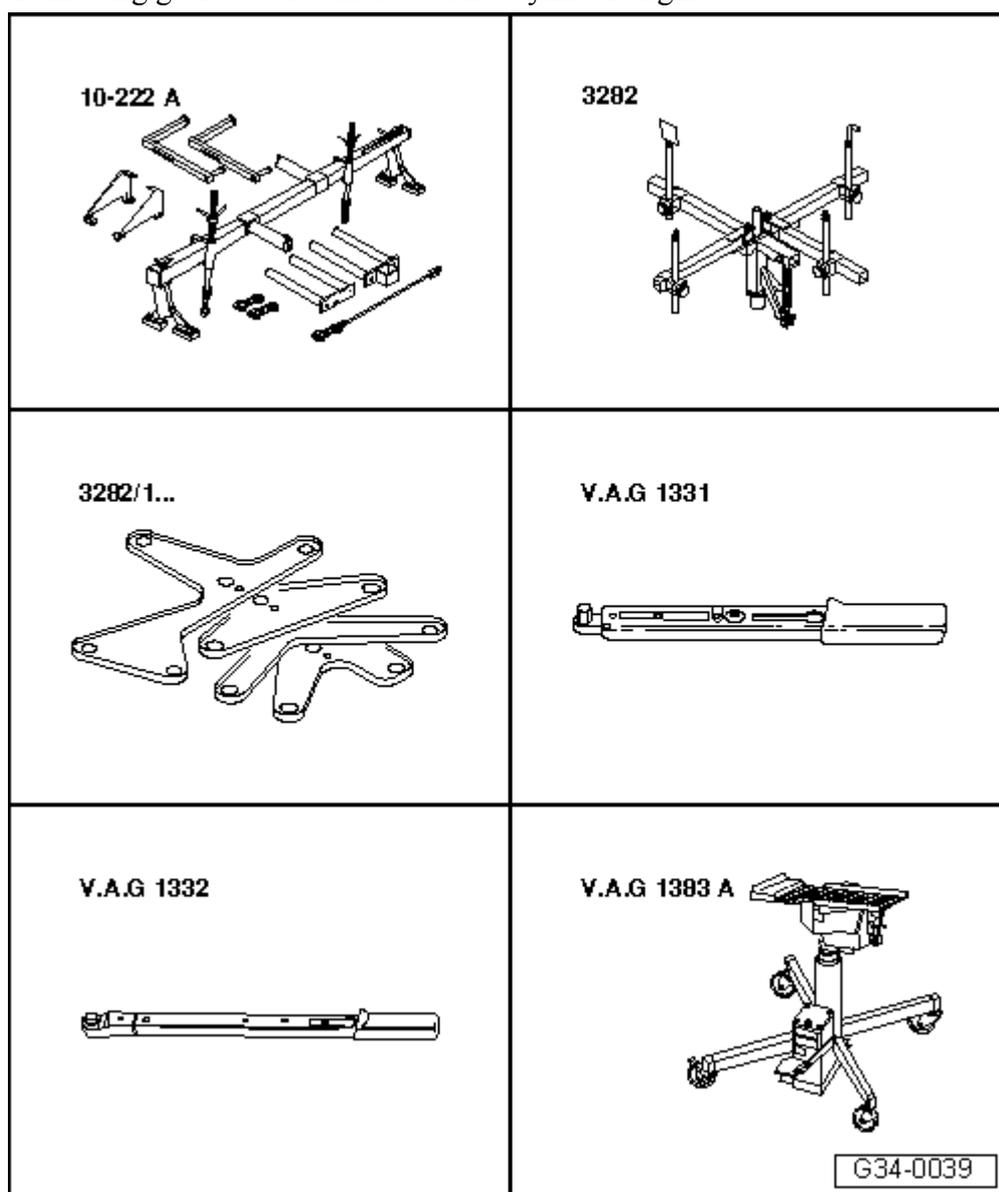


Removing gearbox on vehicles with 4-cylinder engine



Special tools and workshop equipment required

- t Support bracket -10 - 222 A-
- t Gearbox support -3282-
- t Adjustment plate -3282/43-
- t Torque wrench -V.A.G 1331-
- t Torque wrench -V.A.G 1332-
- t Engine and gearbox jack -V.A.G 1383 A-

t Wing compensation plate -T40045-

t Grease for clutch plate splines -
t G 000 100-

t Copper grease (commercially
t available)

t 2 bolts (M10 x 20)

Procedure



Note

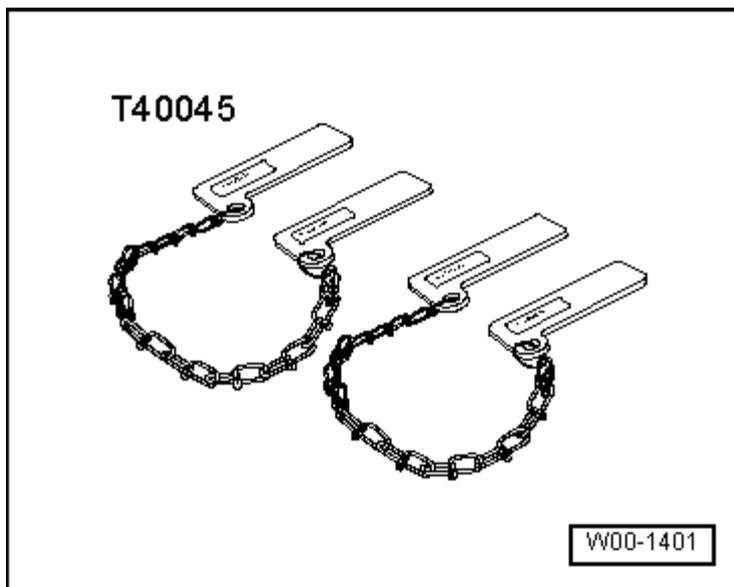
t All cable ties which are released or cut open during removal must be fitted in the same position when installing.

t Heat insulation sleeves removed during removal of gearbox must be fitted in the same position when installing.

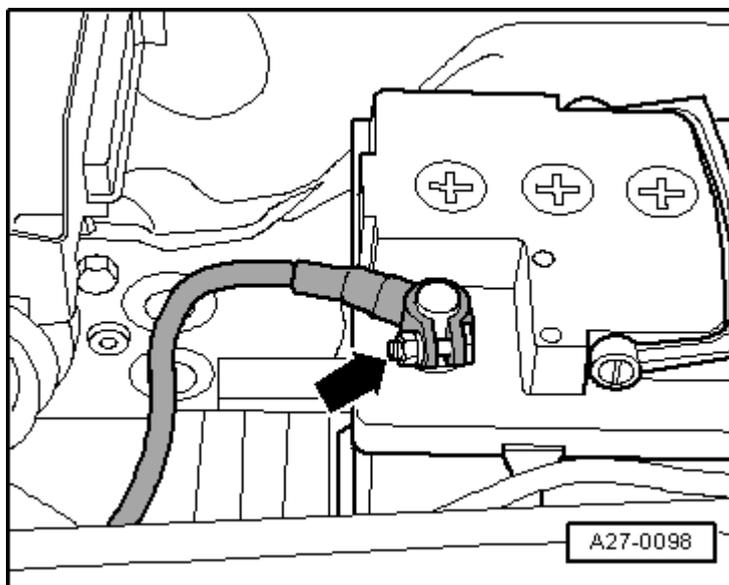


Caution

Follow steps required when disconnecting battery →[Electrical system; Rep. gr.27.](#)

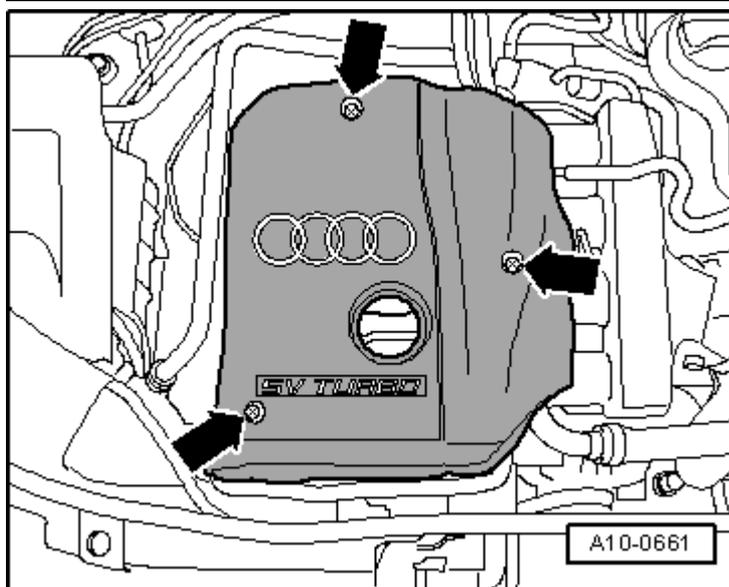


With ignition switched off, disconnect battery earth strap -arrow-



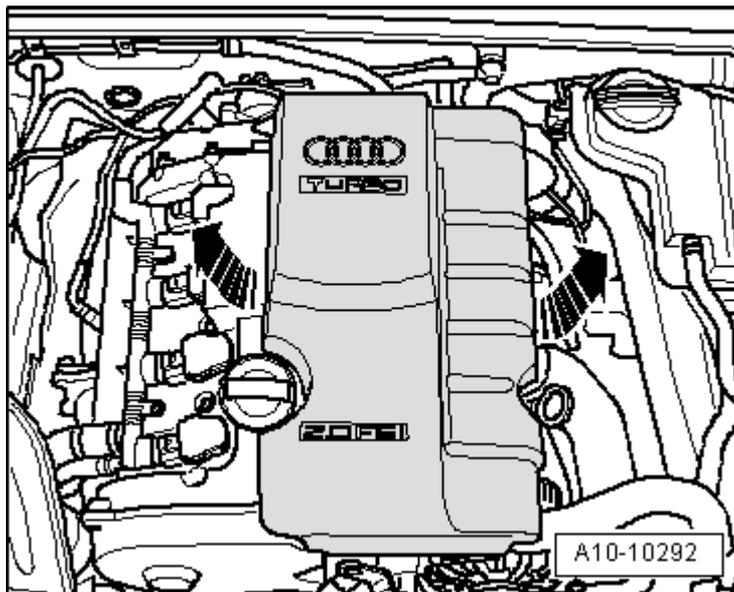
Vehicles with 1.8 ltr. turbocharged engine:

– Remove engine cover panel -arrows-



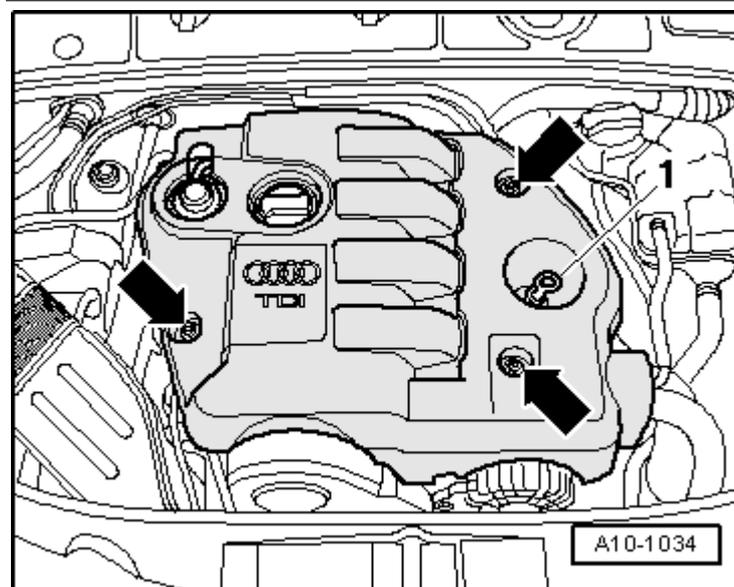
Vehicles with 2.0 ltr. turbocharged engine:

- Remove engine cover panel -arrows-



Vehicles with 1.9 ltr. TDI engine:

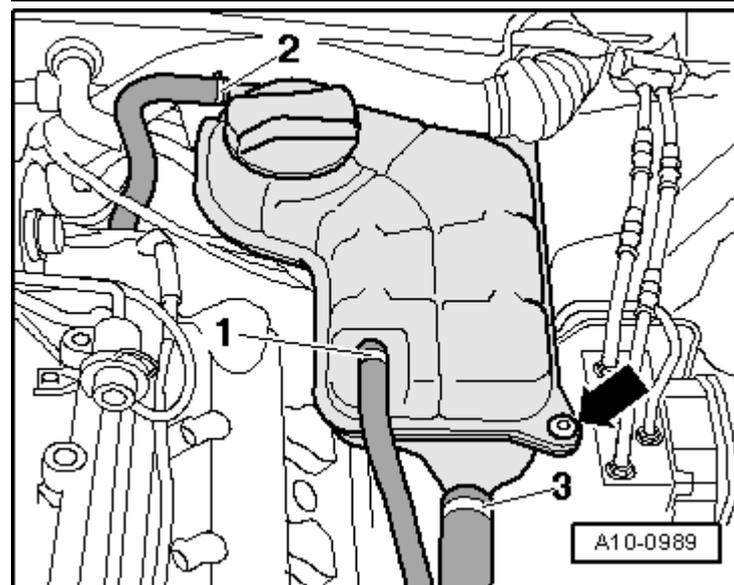
- Pull dipstick -1- out of guide tube.
- Unclip caps.
- Unscrew nuts -arrows- and detach engine cover.
- Remove insulation from beneath cover.
- Re-insert dipstick in guide tube.



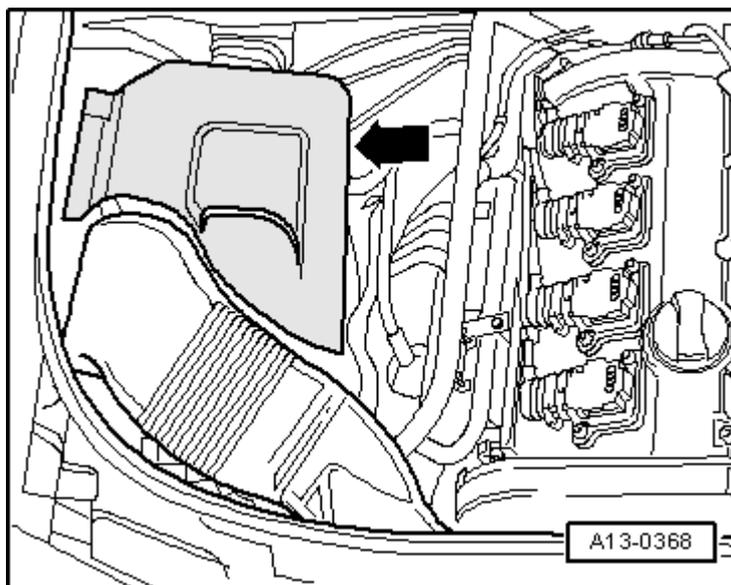
- Unbolt coolant expansion tank - arrow-

Unplug electrical connector for coolant shortage indicator switch -

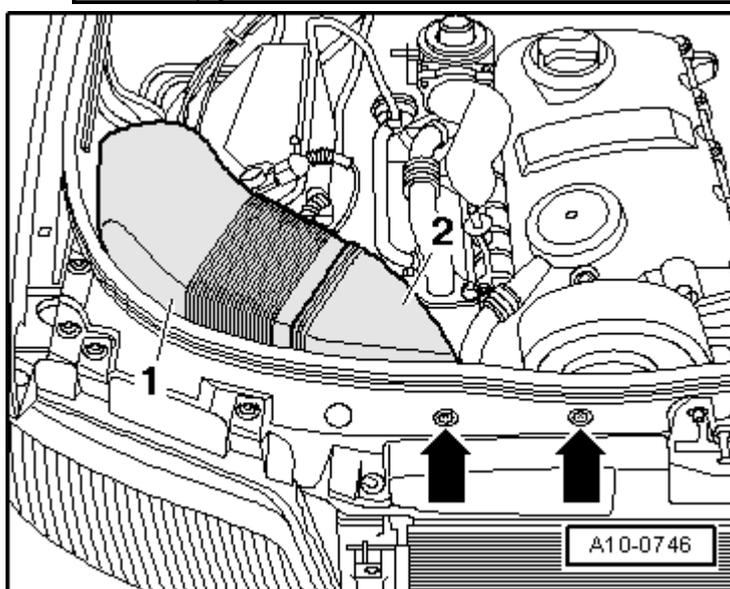
- F66- at coolant expansion tank (bottom) and move expansion tank (with coolant hoses -1 ... 3- attached) clear to one side.



- If fitted, remove air cleaner cover - arrow-

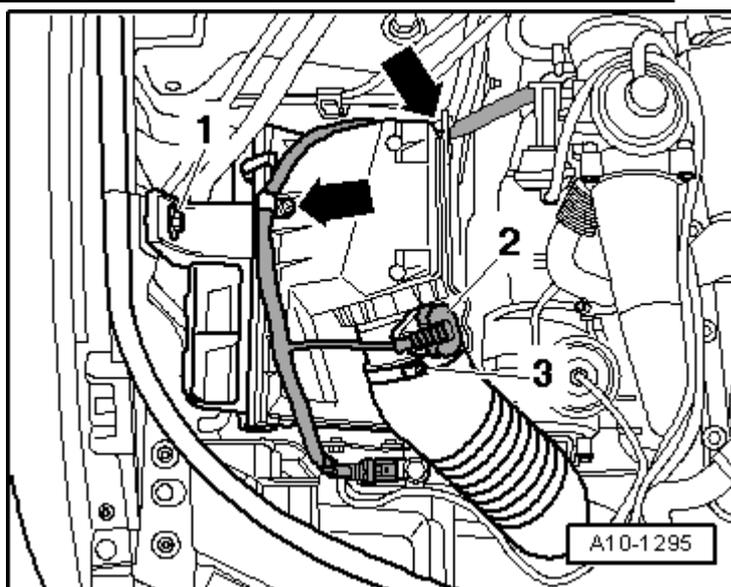


- Remove bolts -arrows-.
- Remove air ducts -1- and -2-.



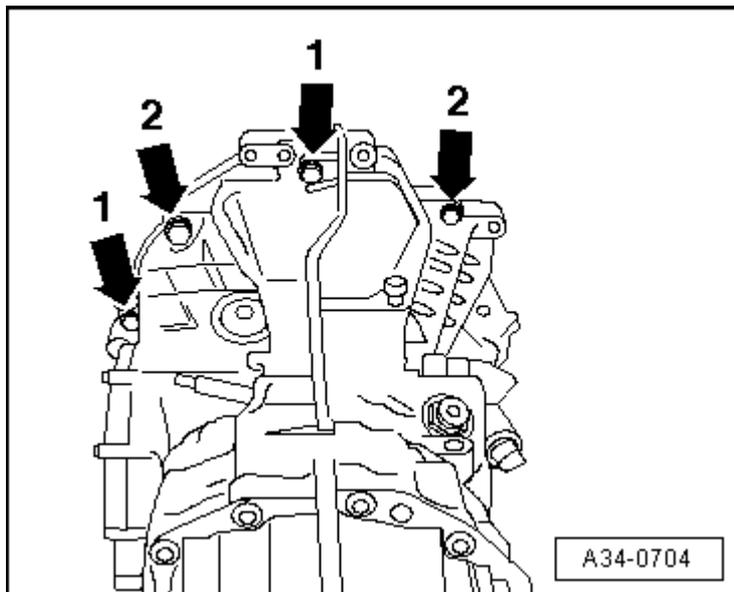
- Unplug electrical connector -2- at air mass meter -G70-.
- Move wiring harness clear at air cleaner housing -arrows-.
- Detach air hose -3-.
- Unscrew bolt -1- and take out air cleaner housing.

Continued for all vehicles:



- Remove upper engine/gearbox securing bolts -arrows 1- and -arrows 2-. Please note that retaining brackets for wires/lines and coolant pipe may

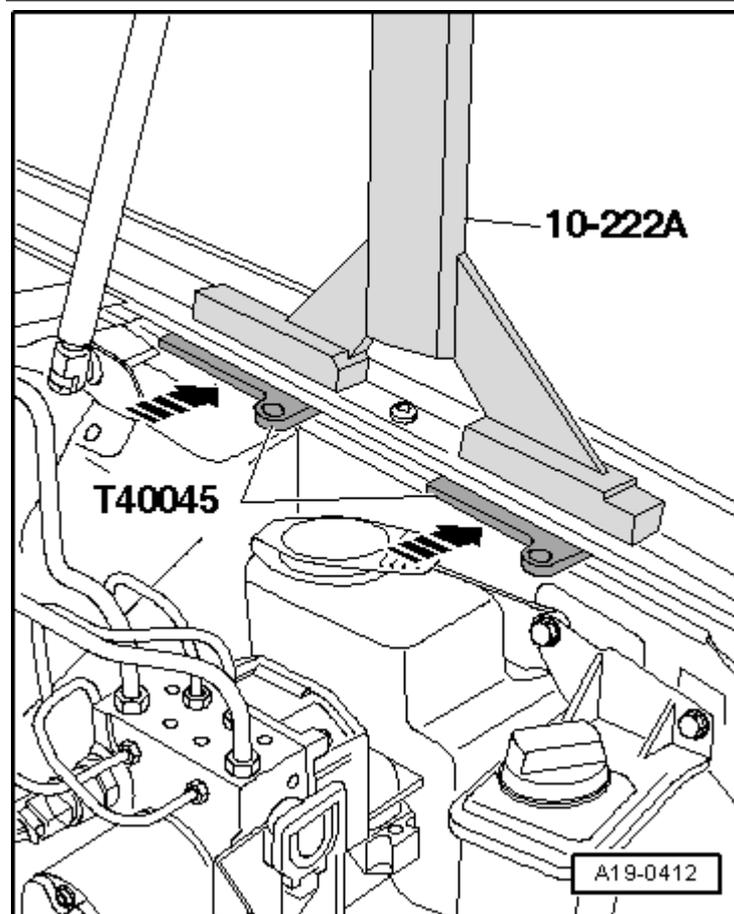
be secured on bolts -arrows 2- (important for installation).



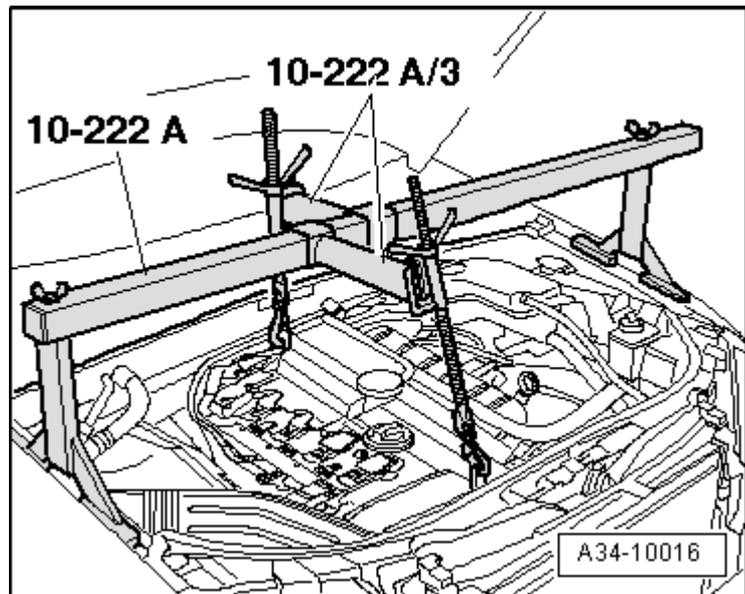
- Detach rubber seal from edges of wing mounting flanges.

To avoid damaging edges of wing panels with support bracket -10-222

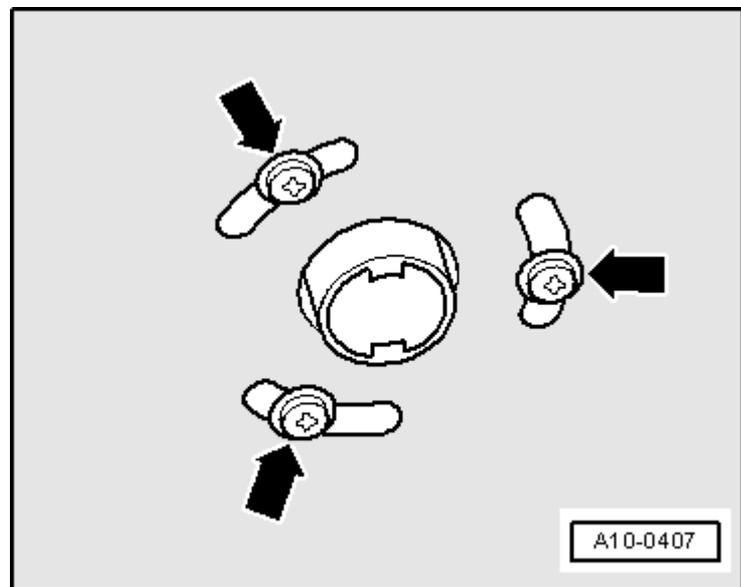
- A-, insert wing compensation plates -T40045- on both sides between the wing mounting flange and the body panel underneath.



- Set up support bracket -10-222 A- with adapters -10-222/3- on wing mounting flanges.
- Engage spindles on engine lifting eyes as illustrated.
- Take up weight of engine using spindles.

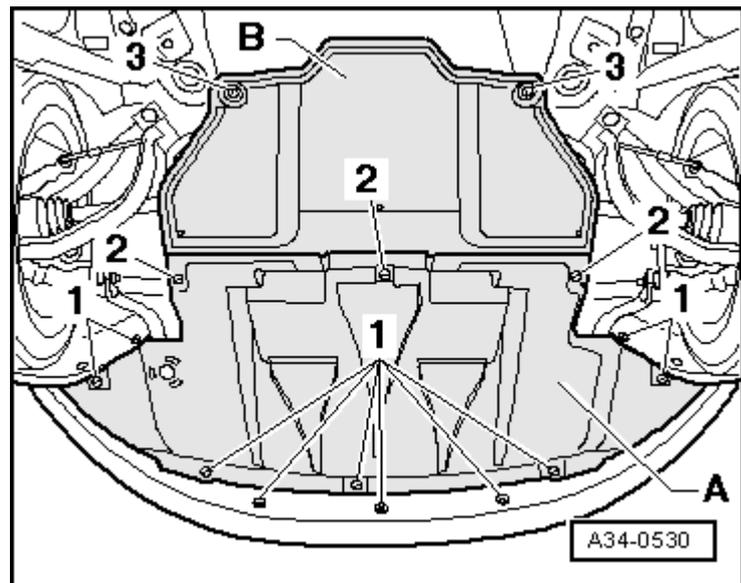


On vehicles fitted with auxiliary heater, remove bolts -arrows- securing exhaust pipe of auxiliary/ additional heater to noise insulation.

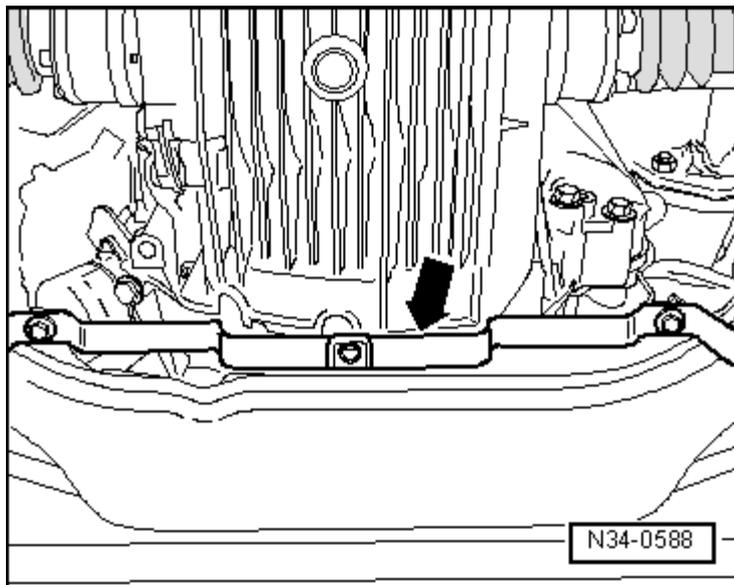


Loosen bolts/quick-release fasteners -1- and -2- and remove front noise insulation -A-.

If fitted, loosen quick-release fasteners -3- and remove rear noise insulation -B-.

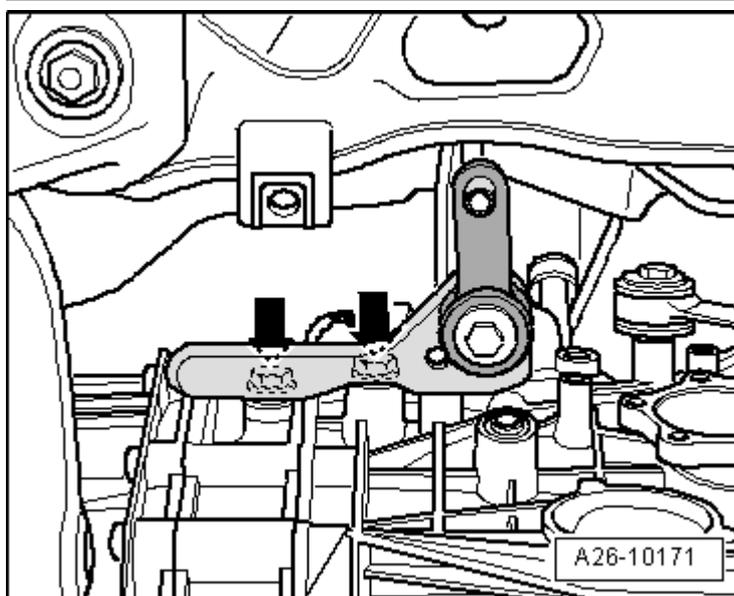


Detach bracket -arrow- for noise insulation.



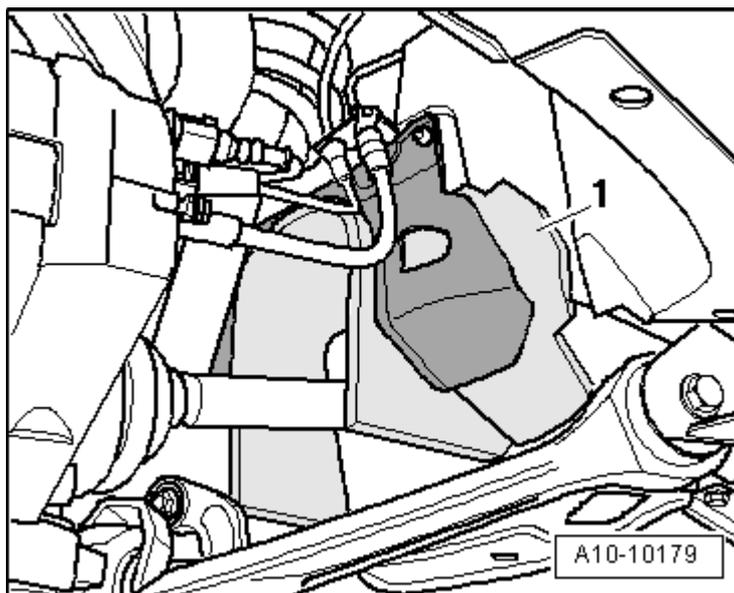
Vehicles with 4-cylinder TDI engine and particulate filter

- Unscrew bolts for front exhaust pipe bracket -arrows-.
- Remove front exhaust pipe behind particulate filter →[Rep. gr.26](#).



Vehicles with TDI engine:

- Remove noise insulation -1- in wheel housing (left and right).

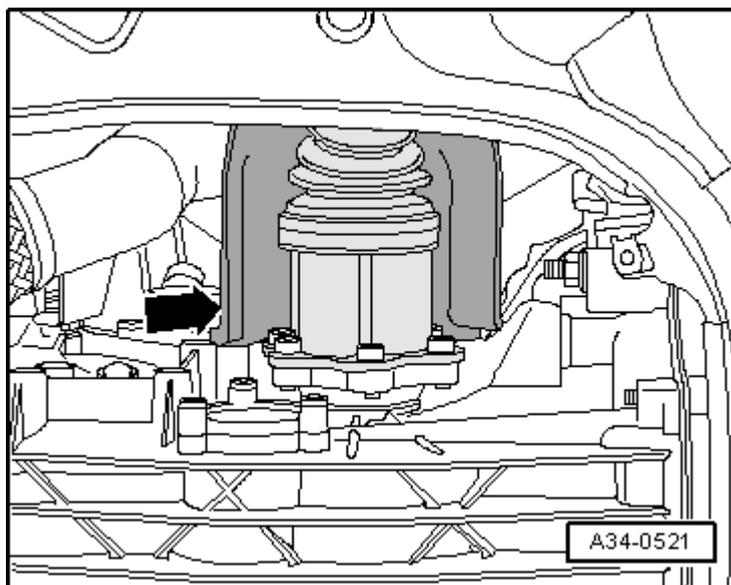


Continued for all vehicles:

- Remove heat shield -arrows- for drive shaft (right-side).

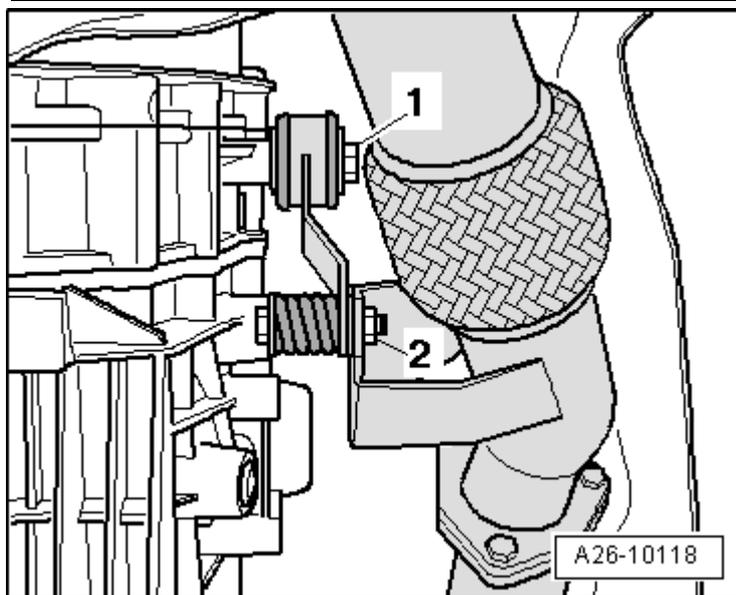
- Unbolt drive shafts (left and right) from gearbox flange shafts.

Make sure you do not damage surface coating on drive shafts.



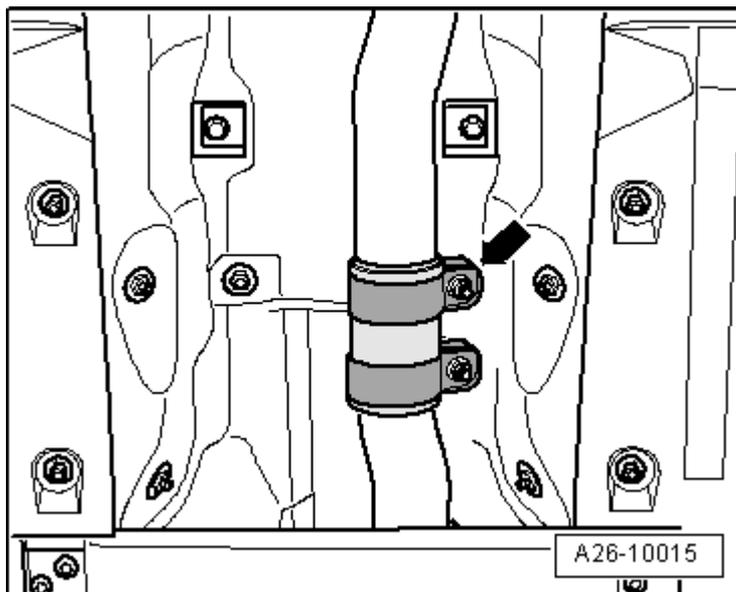
- If fitted, unscrew bolt -1- and nut -2- and remove bracket for front exhaust pipe.

 Note

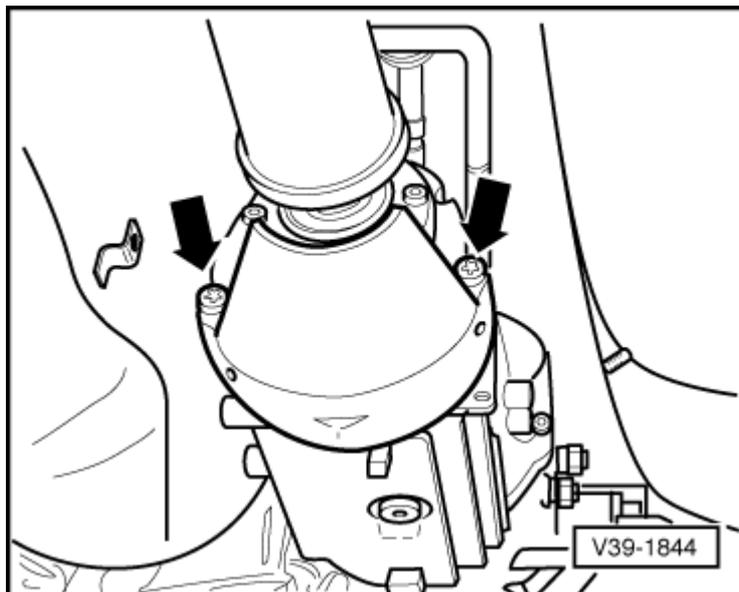


The flexible pipe connection (decoupling element) on the front exhaust pipe must not be bent more than 10° – otherwise it can be damaged.

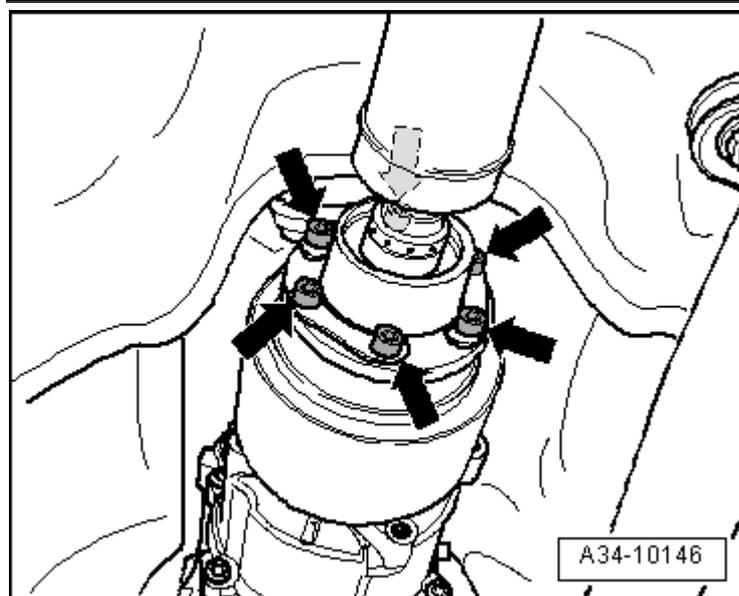
- Separate the exhaust system at the clamp -arrow- and slide the clamp to rear.
- Tie front exhaust pipe to side.



- If fitted, unbolt heat shield for propshaft -arrows-.



- Remove bolts -arrows- at gearbox/propshaft flange.
- Slide propshaft together towards rear final drive. The constant velocity joints can be moved axially.
- Tie propshaft to side.



Cabriolet:

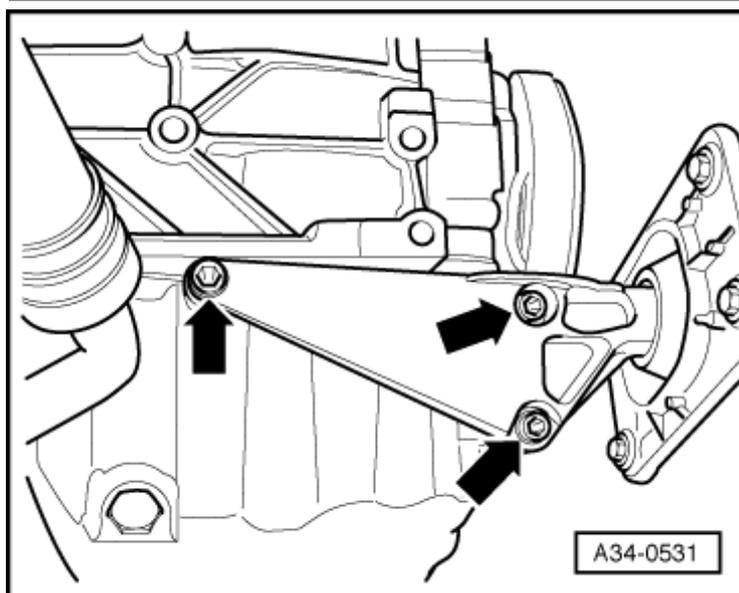


On Audi Cabriolet vehicles the following additional steps are required in order to remove the three bottom engine/gearbox bolts:

- Unbolt torque reaction support -arrows-.

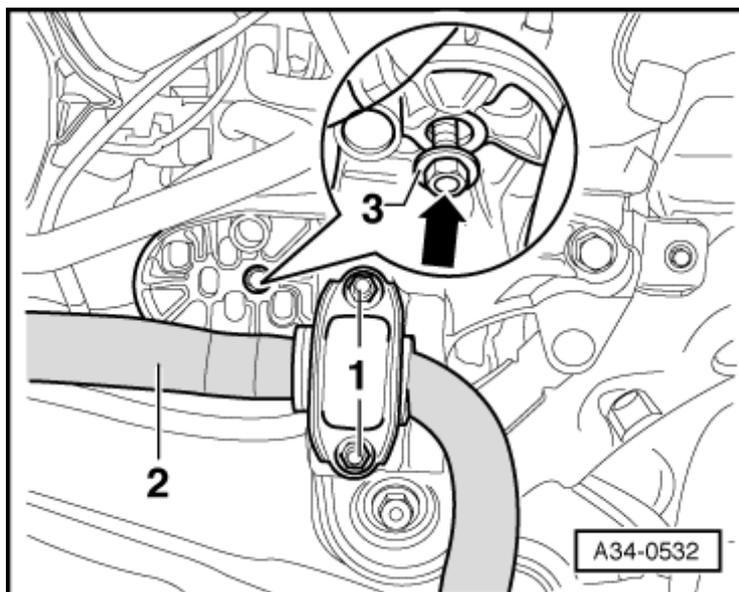


On Audi Cabriolet vehicles with TDI engine the stop for the torque reaction support must be unbolted from the engine.



- Unscrew nuts -1- on left and right sides, and swivel anti-roll bar -2- downwards.

- Unscrew nuts -3- on engine mountings (left and right) until bottom of nut is flush with end of stud -arrow-.
- Use support bracket -10 - 222 A- to lift engine just enough for nuts -3- to make contact with bottom surface of left and right console for engine mounting.

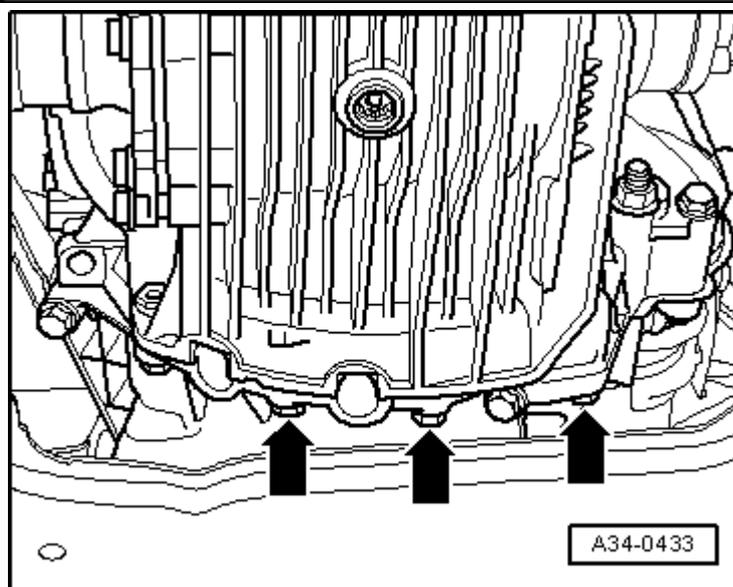


Continued for all vehicles:

- Unscrew the three lower engine/gearbox securing bolts -arrow-

Cabriolet:

- Lower engine back down.



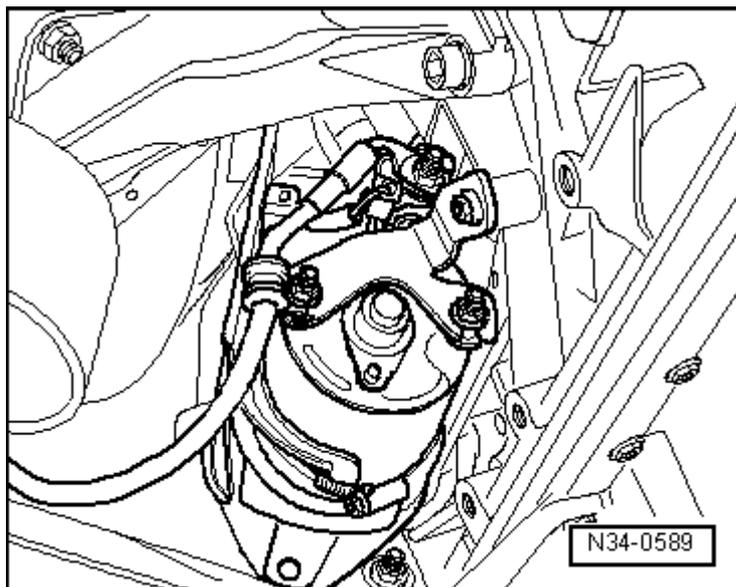
Continued for all vehicles:

- Detach starter from engine/gearbox and secure if necessary →[Electrical system; Rep. gr.27.](#)

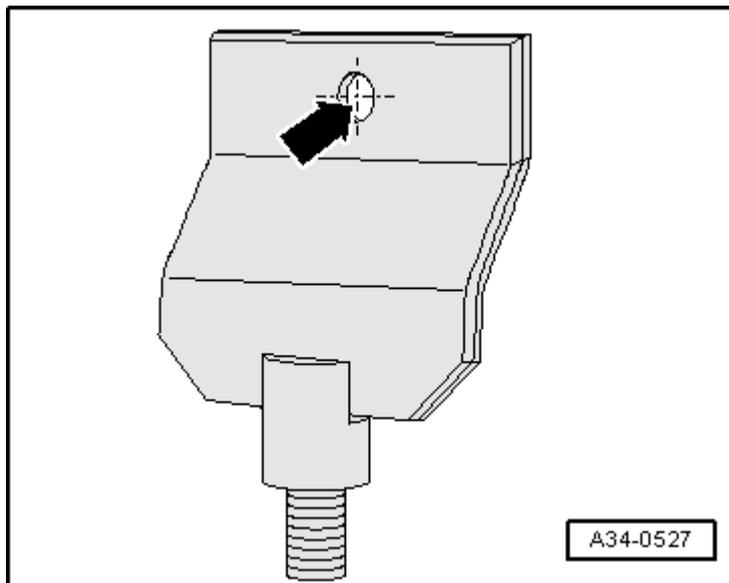


Note

Starter cables do not have to be disconnected.



- If not already provided, drill a hole of 10.2 mm Ø -arrow- in the support elements of gearbox support -3282-.



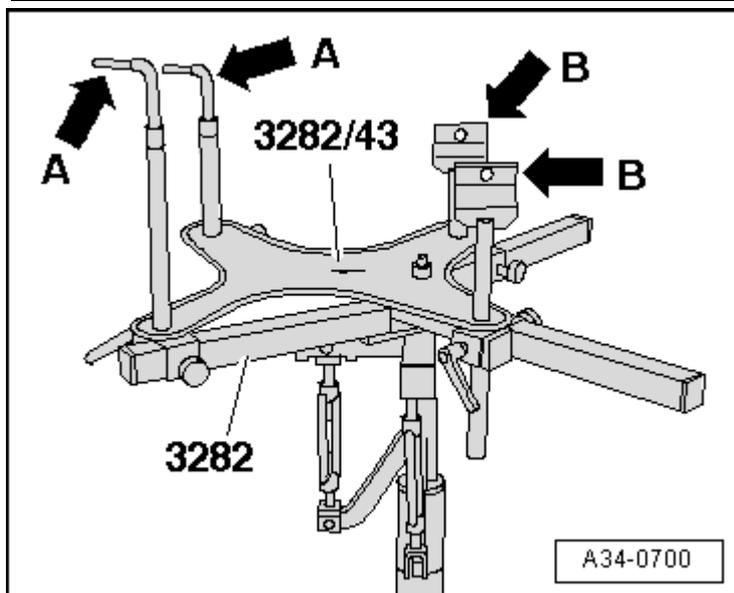
To remove manual gearbox 02X set up gearbox support -3282- with adjustment plate -3282/43- and place on engine and gearbox jack -V.A.G 1383 A-



Note

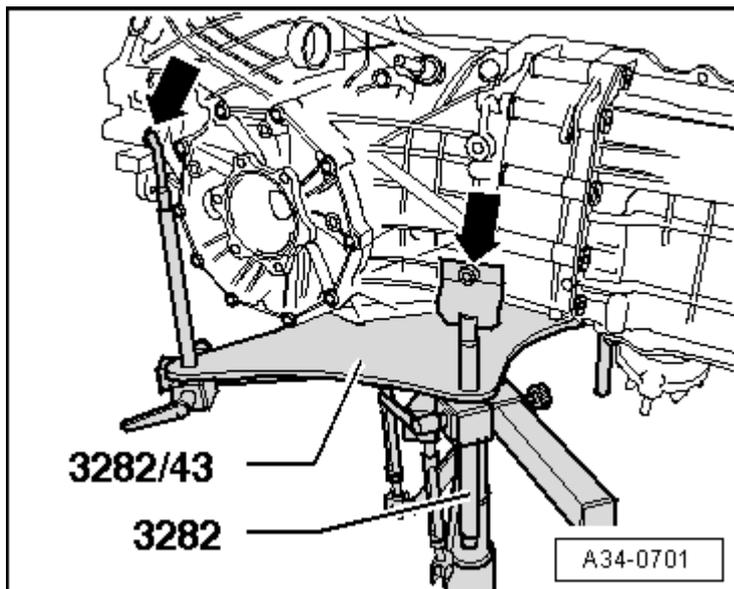
The support elements-arrows A- and -arrows B- are shown in schematic form on the adjustment plate. The arrow on the adjustment plate points in the direction of travel.

Adjustment plate can only be fitted in one correct position.

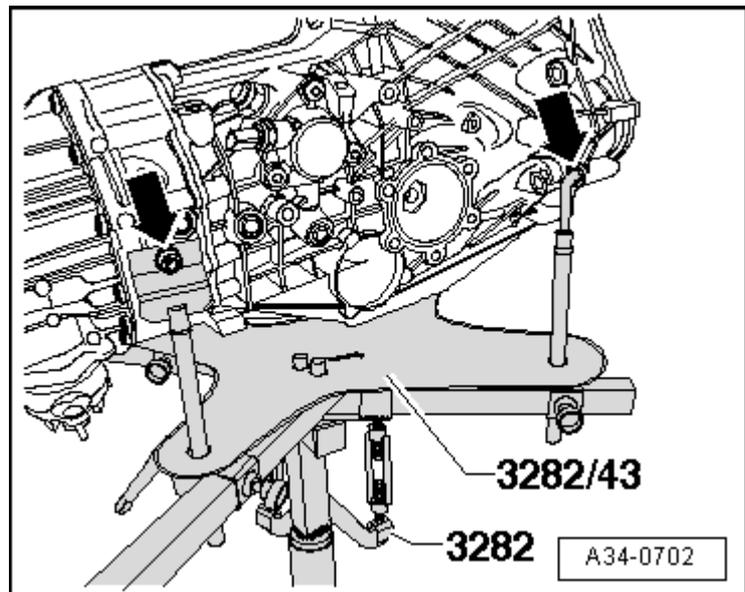


– Align the adjustment plate parallel to the gearbox.

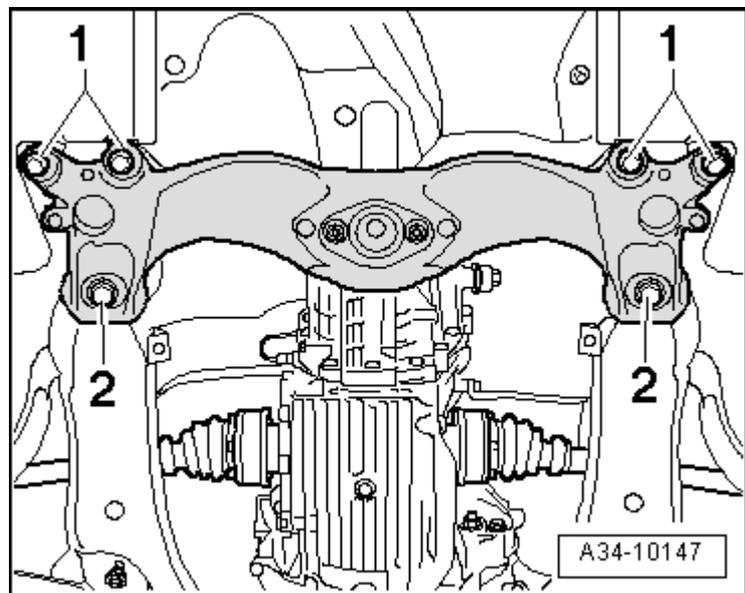
Secure support elements to left side of gearbox, as shown in illustration. Tighten bolt (M10 x 20) -arrow on right side- to 20 Nm.



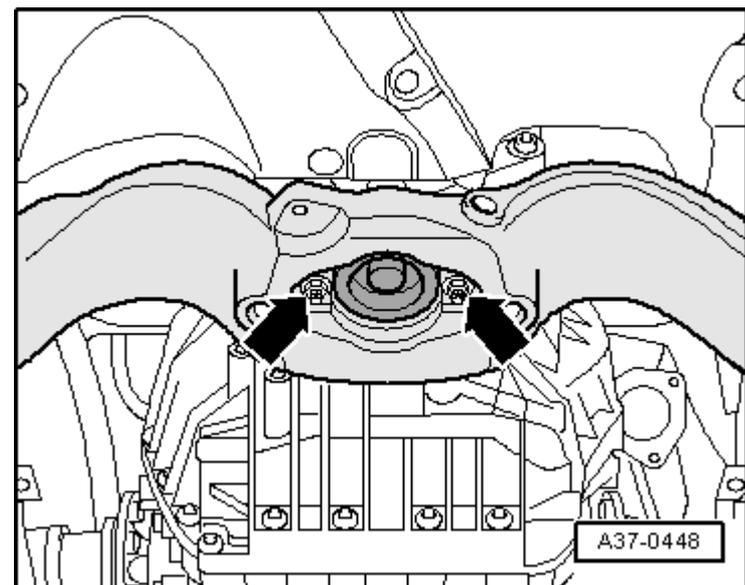
– Secure support elements to right side of gearbox, as shown in illustration. Tighten bolt (M10 x 20) -arrow on left side- to 20 Nm.



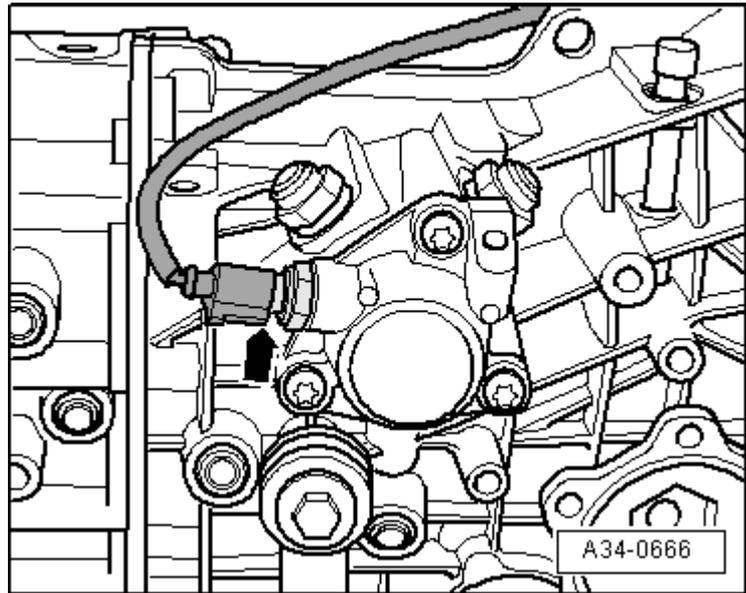
- First remove bolts -1- and then bolts -2-.



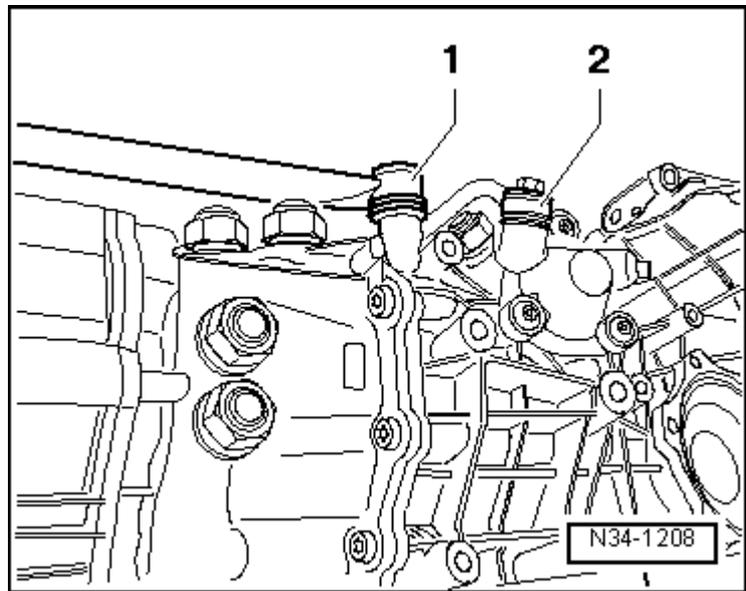
- Unscrew nuts -arrows- and detach tunnel cross member.
- Lower gearbox slightly with engine and gearbox jack -V.A.G 1383 A-.



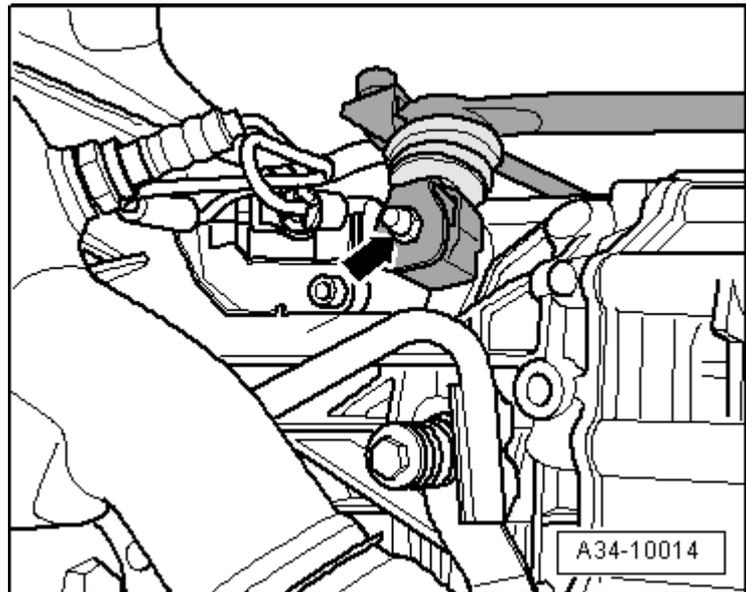
- Unplug electrical connector -arrow- for reversing light switch -F4- and move electrical wire clear.



- Unscrew connecting rod -2- for selector rod.
- Unscrew push rod -1-, using an 8 mm hexagon key when unscrewing bolt.



- Unscrew nut -arrow- and detach gearbox selector lever from selector shaft.



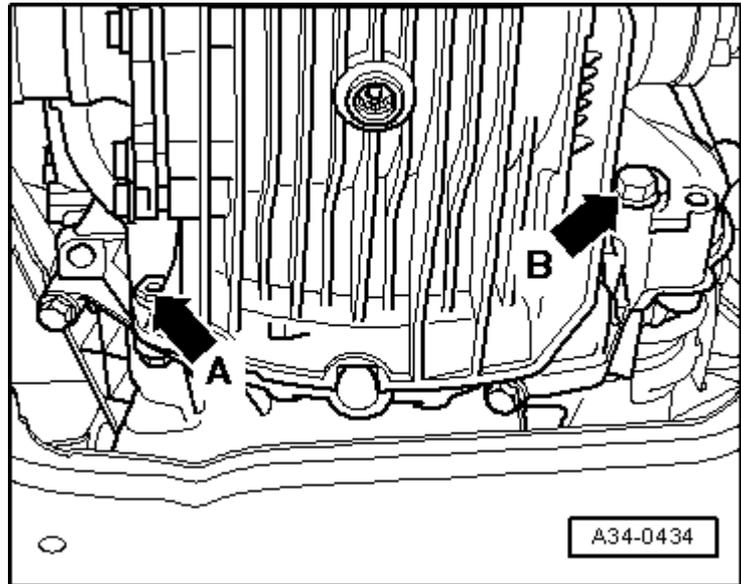
- Remove remaining engine/gearbox securing bolts -arrow A- and -arrow B-.

- Press gearbox off dowel sleeves and lower carefully with engine and gearbox jack -V.A.G 1383 A- just far enough to gain access to the clutch slave cylinder.



Note

When lowering gearbox, ensure hydraulic line to clutch slave cylinder is not damaged.



- Detach clutch slave cylinder from gearbox -arrow- and secure with wire; do not open pipe/hose system.



Caution

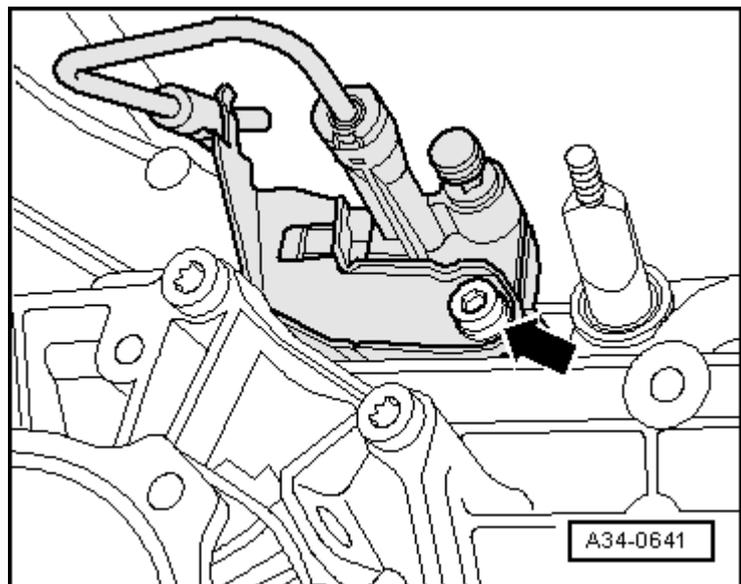
Do not depress clutch pedal after removing slave cylinder. The slave cylinder would then be destroyed once pedal force exceeds approx. 300 N.

- If fitted, remove retaining clips/cable ties together with Lambda probe wires from top of gearbox.
- Lower gearbox.



Note

When lowering gearbox, make sure there is sufficient clearance from drive shafts.



- Before carrying out assembly work, secure gearbox to assembly stand or engine and gearbox support -VAS 6095-, using engine and gearbox support -VW 540- → [Chapter](#).

- If you will be installing a new gearbox instead of the one removed, the gearbox mounting has to be transferred to the new gearbox -arrows- → [Chapter](#).

Installing gearbox → [Chapter](#)

