

Audi

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Workshop Manual

Audi A4 2008 ➤

Audi A5 Cabriolet 2009 ➤

Audi A5 Coupé 2008 ➤

multitronic 0AW, front-wheel drive

Edition 11.2017

List of Workshop Manual Repair Groups

Repair Group

- 00 - Technical data
- 37 - Controls, housing
- 38 - Gears, control
- 39 - Final drive - differential



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Technical information should always be available to the foremen and mechanics, because their careful and constant adherence to the instructions is essential to ensure vehicle road-worthiness and safety. In addition, the normal basic safety precautions for working on motor vehicles must, as a matter of course, be observed.

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00 – Technical data

1 Identification

(ARL005499; Edition 11.2017)

1.1 Gearbox identification

Location of code letters on gearbox

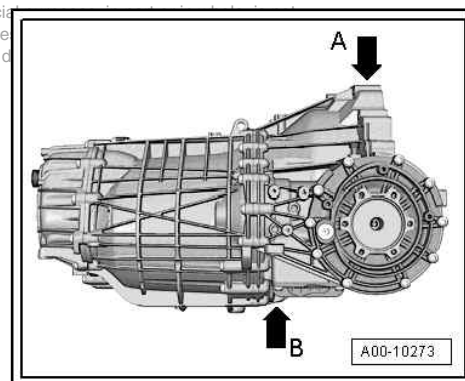
The gearbox code letters and gearbox serial number are stamped onto the top -arrow A- and bottom -arrow B- of the gearbox housing.

Example:

3X19163		
JQE	C14	164
14		05017

Explanation for this example:

- ◆ 3X19163 : gearbox identification number
- ◆ JQE : gearbox code letters
- ◆ C14 : production line (not relevant)
- ◆ 164 : serial number
- ◆ 14 : factory code (not relevant)
- ◆ 05017: production date 5 January 2007



Note

The gearbox code letters can also be found on the vehicle data sticker.

2 Safety precautions

⇒ [“2.1 Safety precautions when working on vehicle”, page 2](#)

⇒ [“2.2 Safety precautions when working on vehicles with start/stop system”, page 3](#)

⇒ [“2.3 Safety precautions when using testers and measuring instruments during a road test”, page 3](#)

⇒ [“2.4 Notes on tow-starting and towing”, page 3](#)

2.1 Safety precautions when working on vehicle

Observe the following precautions to avoid possible injury and/or damage to the vehicle:



WARNING

Accidents and injury can be caused if a gear is inadvertently engaged while the engine is running.

- ◆ *Prior to performing work with the engine running, move the selector lever to position “P” and pull up the parking brake button to apply the electromechanical parking brake.*

Observe the following precautions to avoid possible injury and/or irreparable damage to electrical and electronic components:

- ◆ Switch off ignition before disconnecting and connecting test equipment.



Caution

When disconnecting the battery there is a risk of irreparable damage to electronic components.

- ◆ *Observe notes on procedure for disconnecting the battery.*
- ◆ *Always switch off the ignition before disconnecting the battery.*

- Disconnect battery ⇒ Electrical system; Rep. gr. 27 ; Battery; Disconnecting and connecting battery .

2.2 Safety precautions when working on vehicles with start/stop system

Please note the following when working on vehicles with start/stop system:



WARNING

Risk of injury due to automatic engine start on vehicles with start/stop system.

- ◆ *On vehicles with activated start/stop system (indicated by a message in the instrument cluster), the engine may start automatically if it needs to.*
- ◆ *Therefore it is important to ensure that the start/stop system is deactivated when performing repairs (switch off ignition, if required switch on ignition again).*

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2.3 Safety precautions when using testers and measuring instruments during a road test

Observe the following precautions if test equipment has to be used when road-testing the vehicle.



WARNING

Accidents can be caused if the driver is distracted by test equipment or if test equipment is not secured.

Injuries can be caused if the passenger's airbag is triggered in a collision.

- *The use of test equipment while driving causes distraction.*
- *There is an increased risk of injury if test equipment is not secured.*
- ◆ *Always secure test equipment to the rear seat with a strap and have it operated from there by a second person.*

2.4 Notes on tow-starting and towing



Caution

Risk of irreparable damage to gearbox.

- ◆ *When the vehicle is towed, the selector lever must be set to position "N" and the vehicle must not be towed for a distance of more than 50 km or at a speed in excess of 50 km/h.*



Note

It is not possible to start the engine by means of tow-starting, for instance in the case of insufficient battery charge or if the starter is not working.



3 Repair instructions

⇒ [“3.1 Rules for cleanliness”, page 4](#)

⇒ [“3.2 General notes”, page 4](#)

⇒ [“3.3 General repair instructions”, page 4](#)

⇒ [“3.4 Contact corrosion”, page 6](#)

3.1 Rules for cleanliness

- ◆ Thoroughly clean all joints and connections and the surrounding areas before disconnecting.
- ◆ Use cleaning fluid - D 009 401 04- to clean the gearbox and its components.
- ◆ Use lint-free cloths for cleaning, such as the “WYPALL X70 / WORKHORSE” cloth from Kimberly-Clark Professional.
- ◆ Seal off open lines and connections immediately with clean plugs or protective caps from engine bung set - VAS 6122- .
- ◆ After removal, place parts on a clean surface and cover them. Use sheeting or lint-free cloths.
- ◆ Carefully cover or seal open components if repairs cannot be carried out immediately.
- ◆ Only install clean components; replacement parts should only be unpacked immediately prior to installation.
- ◆ Protect unplugged electrical connectors against dirt and moisture and make sure connections are dry when attaching.

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3.2 General notes

The “multitronic 0AW, front-wheel drive” gearbox is similar in function to the continuously variable automatic gearbox multitronic 01J. Detailed information on the basic principle of this gearbox ⇒ Self-study programme No. 228 ; CVT gearbox multitronic 01J .



Note

The multitronic 0AW is also referred to as “Continuously Variable Transmission”, in short “CVT”.

Guided Fault Finding

Before commencing any repair work, always perform the “Guided Fault Finding” procedure using a vehicle diagnostic tester .

3.3 General repair instructions

Proper tools and the maximum possible care and cleanliness are essential for satisfactory repairs to the transmission units. The usual basic safety precautions also naturally apply when carrying out repair work.

To avoid repetition, a number of generally applicable instructions for the various repair procedures are summarised here. They apply to the work described in this Manual.

Guided Fault Finding, Vehicle self-diagnosis and Test Instruments

- ◆ Before servicing the gearbox, the exact cause of the failure must be determined using the functions Guided Fault Find-

ing, Vehicle Self-diagnosis and Test Instruments
⇒ Vehicle diagnostic tester.

Environmental and waste disposal regulations for oil

- ◆ ATF, gear oil and any other type of oil must be handled with care.
- ◆ Dispose of drained oil properly.
- ◆ Always adhere to statutory environmental and waste disposal regulations.
- ◆ Observe the information shown on the packaging of the oil.

Special tools

For a complete list of special tools used in this Workshop Manual
⇒ Workshop equipment and special tools

Gearbox

- ◆ Observe rules for cleanliness when working on gearbox
⇒ [page 4](#) .
- ◆ The engine must not be run and the vehicle must not be towed with the end cover removed or without ATF in the gearbox.
- ◆ After installation, check fluid level and fill up if necessary:
⇒ ["6.2 Checking ATF level", page 124](#) and
⇒ ["2.1 Checking gear oil level", page 153](#) . Capacities
⇒ [page 7](#) , specifications ⇒ Electronic parts catalogue .

O-rings, oil seals and gaskets

- ◆ Always renew O-rings, oil seals and gaskets.
- ◆ After removing gaskets and seals, always inspect the contact surface on the housing or shaft for burrs resulting from removal or for other signs of damage.
- ◆ Thoroughly clean housing joint surfaces before assembling.
- ◆ Lightly lubricate the outer circumference and sealing lip of oil seals with ATF before installing.
- ◆ Lightly lubricate O-rings with ATF before installation to prevent them from being crushed during assembly.
- ◆ Use only approved type of ATF for parts running in ATF. Other types of lubricant will cause malfunctions of the gearbox.
- ◆ The open side of the oil seal should face the side containing the fluid.
- ◆ When installing a new oil seal, position the seal such that the sealing lip does not contact the shaft in the same place as the old seal (make use of installation depth tolerances).
- ◆ After installation, check fluid level and fill up if necessary:
⇒ ["6.2 Checking ATF level", page 124](#) and
⇒ ["2.1 Checking gear oil level", page 153](#) . Capacities
⇒ [page 7](#) , specifications ⇒ Electronic parts catalogue .

Nuts, bolts

- ◆ Loosen bolts in reverse sequence to the specified tightening sequence.
- ◆ Bolts and nuts used to secure covers and housings must be tightened in steps according to the specified tightening sequence and method.
- ◆ Bolts and nuts which secure covers and housings should be loosened and tightened in diagonal sequence and in stages if no tightening sequence is specified.



- ◆ Tightening torques apply to non-lubricated bolts and nuts (unless specified otherwise).
- ◆ Renew self-locking nuts and bolts.
- ◆ Unless specified otherwise: Use a wire brush to clean threads of bolts which are secured with locking fluid and do not have to be renewed. Then apply locking fluid - AMV 185 101 A1- to bolt threads before installing.
- ◆ Threaded holes which take self-locking bolts or bolts coated with locking fluid must be cleaned (using a tap or similar). Otherwise there is a danger of the bolts shearing off the next time they are removed.

Circlips, snap rings

- ◆ Do not over-stretch circlips.
- ◆ Renew circlips which have been damaged or over-tensioned.
- ◆ Circlips must be properly seated in the base of the groove.

Bearings

- ◆ Install needle bearings so the lettering (side with thicker metal) faces towards the installing tool.
- ◆ Lubricate bearings with gear oil or ATF, depending on fitting location.
- ◆ Do not interchange inner or outer races of bearings of the same size.
- ◆ Always renew the tapered roller bearings on one shaft together and use new bearings from a single manufacturer.

Shims

- ◆ Use a micrometer to measure the shims at several points. Different shim thicknesses make it possible to obtain the exact shim thickness required; if necessary, fit 2 shims.
- ◆ Check for burrs and damage. Install only shims which are in perfect condition.

3.4 Contact corrosion

Contact corrosion can occur if unsuitable fasteners are used (e.g. bolts, nuts, washers, etc.).

For this reason, only fasteners with a special surface coating are fitted.

Rubber or plastic parts and adhesives also consist of non-conductive materials.

If you are not sure whether used parts can be re-installed, always fit new parts ⇒ **Electronic parts catalogue**

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Please note:

- ◆ We recommend only genuine spare parts: these have been fully tested.
- ◆ We recommend the use of accessories approved by Audi.
- ◆ Damage caused by contact corrosion is not covered by warranty.

4 Technical data

⇒ [“4.1 Capacities”, page 7](#)

4.1 Capacities

ATF section in gearbox

Capacities	multitronic 0AW
Initial filling by manufacturer	approx. 8 ltr.
Fluid change	◆ 5.5 ... 7 litres ◆ Change interval for ATF ⇒ Maintenance tables
Lubricant	ATF for gearbox “multitronic 0AW, front-wheel drive” ⇒ Electronic parts catalogue

 **Caution**
Risk of damage to gearbox

- ◆ *The ATF required for the multitronic 0AW gearbox is different to the ATF used for fixed-ratio automatic gearboxes. Only the ATF available as a replacement part for the “multitronic 0AW, front-wheel drive” gearbox may be used.*

- ◆ Checking ATF level and topping up ⇒ [page 124](#)
- ◆ Draining ATF and filling up after repairs ⇒ [page 131](#)

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Capacities	multitronic 0AW
Initial filling	approx. 1.1 ltr.
Oil change	◆ No change required ◆ Lifetime filling; no change required unless repair work has been performed (max. 1.1 ltr.)
Lubricant	◆ Different gear oils for multitronic 0AW ◆ Select correct gear oil for vehicle according to gearbox code letters ⇒ Electronic parts catalogue



Caution

Risk of damage to gearbox

- ◆ *From approx. September 2008 onwards, a new gear oil will be used in the "multitronic 0AW, front-wheel drive" gearbox during production. These gearboxes have a filler plug with a Torx socket head and they have also been allocated new gearbox code letters.*
- ◆ *Gearboxes manufactured prior to the introduction of the new gear oil will be filled with the old gear oil. These gearboxes have a filler plug with hexagon socket.*
- ◆ *The gear oils must NOT be mixed, even in small quantities. This would result in leaks at the oil seals.*
- ◆ *Select correct gear oil and filler plug for vehicle according to gearbox code letters ⇒ Electronic parts catalogue . Only the gear oil available as a replacement part for the "multitronic 0AW" may be used in the front final drive.*

- ◆ Checking gear oil level in front final drive and topping up
⇒ [page 153](#)
- ◆ Filling up gear oil in front final drive after repairs ⇒ [page 156](#)

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37 – Controls, housing

1 Selector mechanism

- ⇒ [“1.1 Exploded view - selector mechanism”, page 9](#)
- ⇒ [“1.2 Exploded view - selector lever handle”, page 11](#)
- ⇒ [“1.3 Exploded view - selector lever cable”, page 13](#)
- ⇒ [“1.4 Checking selector mechanism”, page 14](#)
- ⇒ [“1.5 Manual release from position P”, page 16](#)
- ⇒ [“1.6 Removing and installing selector mechanism”, page 17](#)
- ⇒ [“1.7 Dismantling and assembling selector mechanism”, page 20](#)
- ⇒ [“1.8 Removing and installing selector lever handle”, page 24](#)
- ⇒ [“1.9 Removing and installing selector lever position display Y26”, page 34](#)
- ⇒ [“1.10 Removing and installing selector lever cable”, page 34](#)
- ⇒ [“1.11 Checking and adjusting selector lever cable”, page 39](#)
- ⇒ [“1.12 Adjusting selector lever cable to basic setting”, page 40](#)
- ⇒ [“1.13 Renewing selector shaft oil seal”, page 43](#)

1.1 Exploded view - selector mechanism

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WARNING

Accidents and injury can be caused if a gear is inadvertently engaged while the engine is running.

- ◆ *Prior to performing work with engine running, move selector lever to position “P” and pull up parking brake button to apply the electromechanical parking brake.*

Check selector mechanism before dismantling ⇒ [page 14](#) .

1 - Selector lever handle

- ☐ Exploded view
⇒ ["1.2 Exploded view - selector lever handle", page 11](#)

2 - Trim ring

- ☐ Removing and installing
⇒ ["1.2 Exploded view - selector lever handle", page 11](#)

3 - Selector lever boot

- ☐ Removing and installing
⇒ ["1.2 Exploded view - selector lever handle", page 11](#)

4 - Clamp

- ☐ Secures selector lever handle to selector lever
- ☐ Removing and installing
⇒ ["1.2.1 Exploded view - selector lever handle, vehicles up to model year 2011", page 11](#)

5 - Selector lever position display - Y26-

- ☐ Removing and installing
⇒ [page 34](#)

6 - Nut

- ☐ Secures selector mechanism to body
- ☐ 4x
- ☐ 10 Nm

7 - Rubber seal

8 - Selector lever sensors control unit - J587- and tiptronic switch - F189-

- ☐ Removing and installing ⇒ [page 22](#)

9 - Shift unit

- ☐ Can only be renewed as a complete unit
- ☐ Manual release for selector mechanism ⇒ [page 16](#)
- ☐ Removing and installing ⇒ [page 17](#)

10 - Selector lever lock solenoid - N110-

- ☐ Removing and installing ⇒ [page 20](#)

11 - Gear selector position P switch - F305-

- ☐ Consists of two reed contacts on printed circuit board in selector lever lock solenoid - N110-
- ☐ Can only be renewed together with selector lever lock solenoid - N110- , ⇒ [page 20](#)

12 - Noise insulation

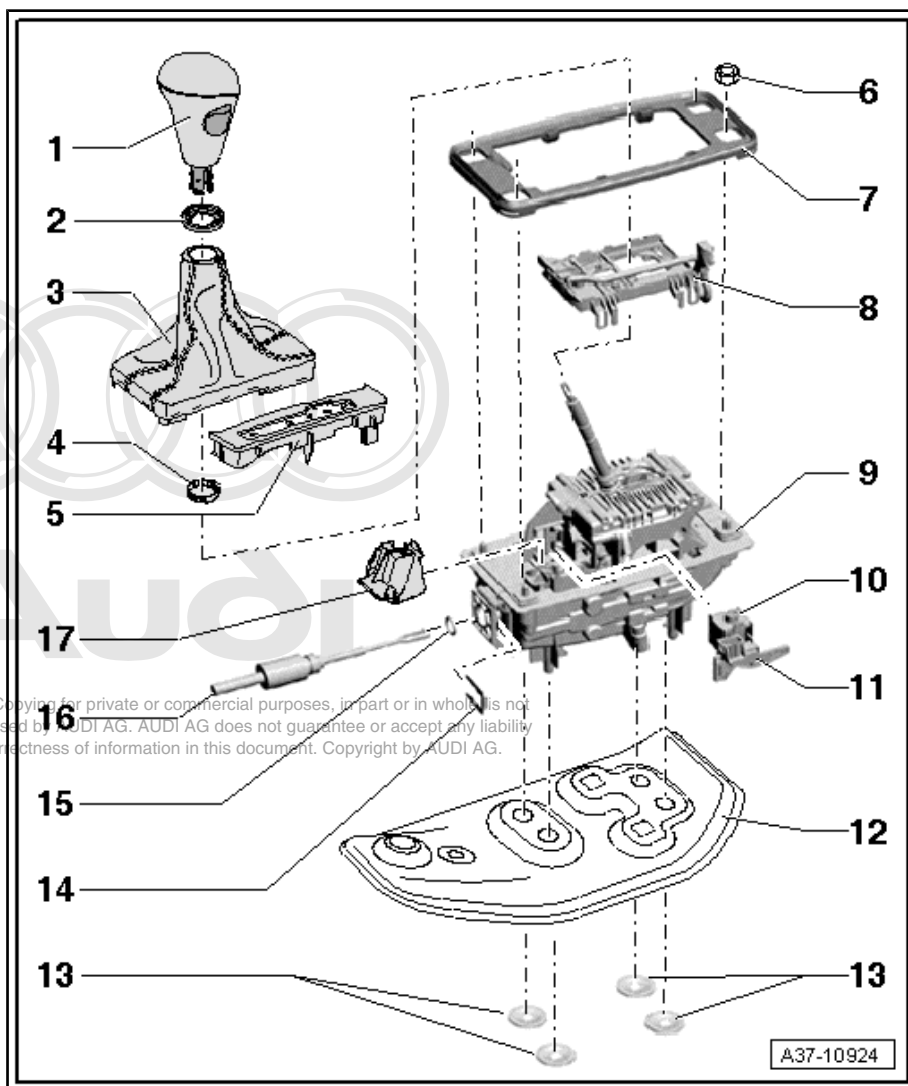
- ☐ Not fitted on all vehicles; allocation ⇒ Electronic parts catalogue

13 - Retaining washers

- ☐ For securing noise insulation to shift unit
- ☐ 4x
- ☐ Renew

14 - Retaining clip

- ☐ Secures selector lever cable to shift unit



15 - O-ring

- ☐ Renew

16 - Selector lever cable

- ☐ Do not bend or kink
- ☐ Different versions (according to vehicle); for correct version refer to ⇒ Electronic parts catalogue
- ☐ Exploded view ⇒ [page 13](#)
- ☐ Before installing, lightly lubricate ball socket with polycarbamide grease - G 052 142 A2- .

17 - Cap

- ☐ Above selector lever lock solenoid - N110-

1.2 Exploded view - selector lever handle

⇒ ["1.2.1 Exploded view - selector lever handle, vehicles up to model year 2011", page 11](#)

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⇒ ["1.2.2 Exploded view - selector lever handle, vehicles from model year 2012 onwards", page 12](#)

1.2.1 Exploded view - selector lever handle, vehicles up to model year 2011

1 - Clamp

- ☐ To secure selector lever handle to selector lever
- ☐ Removing and installing
⇒ ["1.8.1 Removing and installing selector lever handle - vehicles up to model year 2011", page 24](#)
- ☐ Must be renewed

2 - Trim ring

- ☐ Removing and installing
⇒ ["1.8.2 Separating selector lever boot from selector lever handle - vehicles up to model year 2011", page 26](#)

3 - Selector lever handle

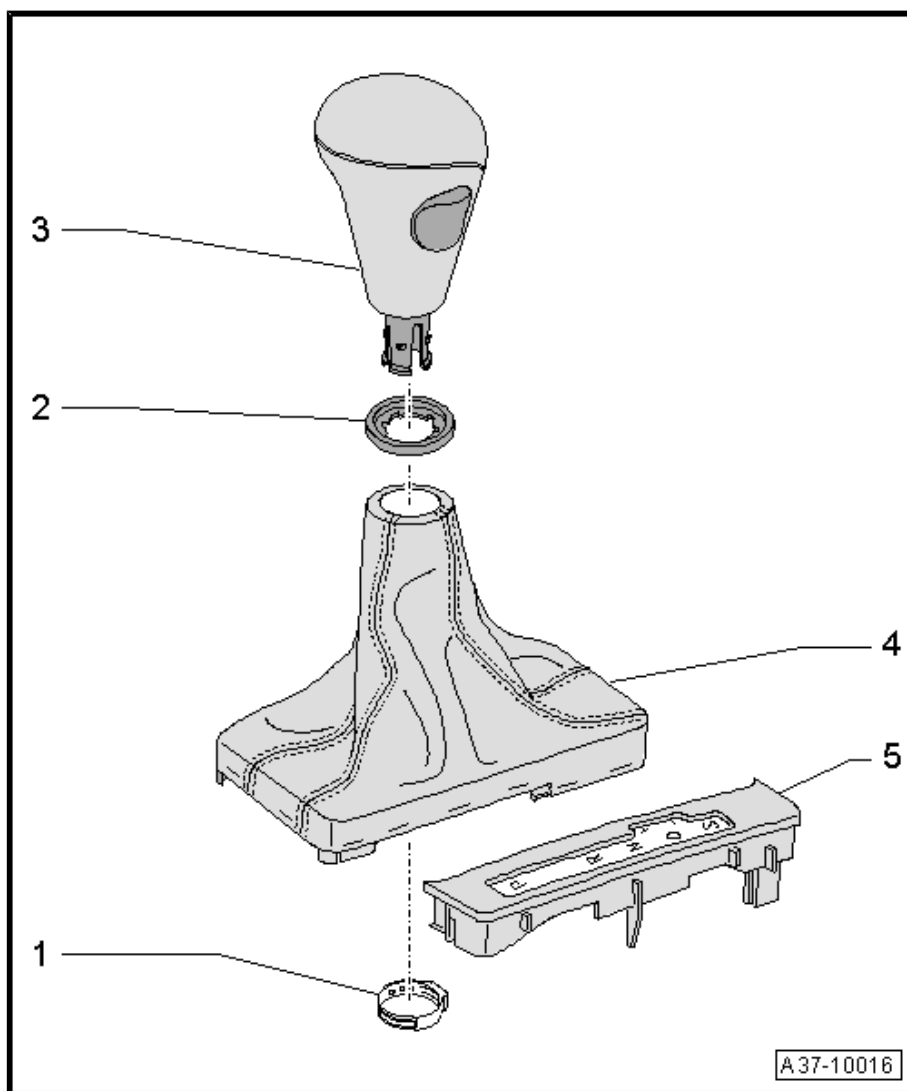
- ☐ ⇒ ["1.8.1 Removing and installing selector lever handle - vehicles up to model year 2011", page 24](#)

4 - Selector lever boot

- ☐ ⇒ ["1.8.2 Separating selector lever boot from selector lever handle - vehicles up to model year 2011", page 26](#)

5 - Selector lever position display - Y26-

- ☐ ⇒ ["1.9 Removing and installing selector lever position display Y26", page 34](#)



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1.2.2 Exploded view - selector lever handle, vehicles from model year 2012 onwards

1 - Selector lever position display - Y26-



2 - Selector lever handle with interlock button (side)

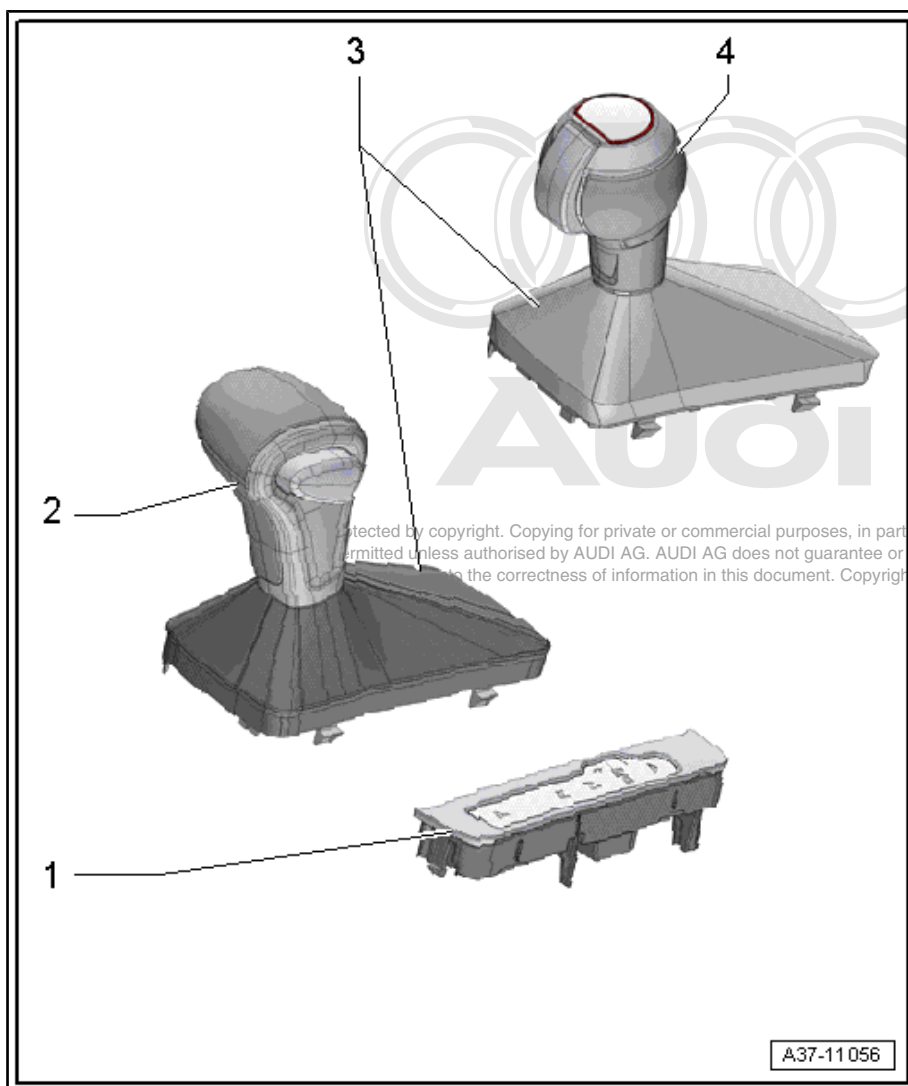
- ⇒ ["1.8.3 Removing and installing selector lever handle with interlock button \(side\) - vehicles from model year 2012 onwards", page 27](#)

3 - Selector lever boot

- Remove and install together with selector lever handle
⇒ ["1.8 Removing and installing selector lever handle", page 24](#)

4 - Selector lever handle with interlock button (front)

- ⇒ ["1.8.4 Removing and installing selector lever handle with interlock button \(front\) - vehicles from model year 2012 onwards", page 29](#)



1.3 Exploded view - selector lever cable

1 - Retaining clip

- ☐ Secures selector lever cable to shift unit

2 - O-ring

- ☐ Renew

3 - Bolt

- ☐ 13 Nm
- ☐ For adjusting selector lever cable
- ☐ Secured to shift unit

4 - Bolt

- ☐ 8 Nm
- ☐ 2x

5 - Support bracket for selector lever cable

6 - Nut

- ☐ 2x
- ☐ 13 Nm
- ☐ Permanently mounted on selector lever cable
- ☐ Lock nuts secure selector lever cable to support bracket

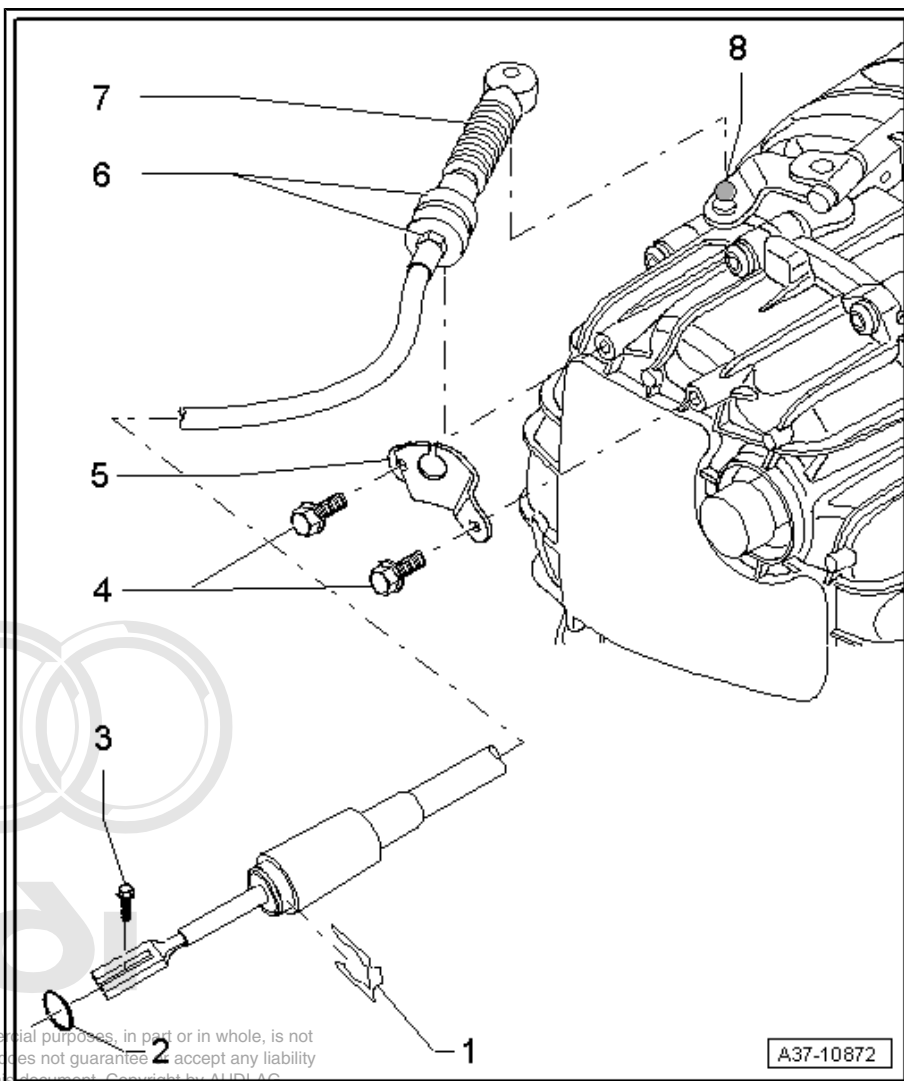
7 - Selector lever cable

- ☐ Do not bend or kink
- ☐ ⇒ ["1.10 Removing and installing selector lever cable", page 34](#)

- ☐ Selector lever cable must be renewed if rubber sleeve is damaged

- ☐ Before installing, lightly lubricate ball socket with polycarbamide grease - G 052 142 A2- .
- ☐ When installing, make sure that rubber sleeve on gearbox end is not twisted
- ☐ ⇒ ["1.11 Checking and adjusting selector lever cable", page 39](#)

8 - Gearbox selector lever



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1.4 Checking selector mechanism



WARNING

Accidents and injury can be caused if a gear is inadvertently engaged while the engine is running.

- ◆ *Before performing any work with the engine running, set the gearbox to position "P" and pull up the parking brake button to apply the electromechanical parking brake.*
- ◆ *Observe safety precautions when the vehicle is moving
⇒ [page 3](#).*
- ◆ *You must work through all the tests listed. If the specified results are not obtained, perform "Guided Fault Finding" using a vehicle diagnostic tester.*

Overview:

- ◆ 1. Checking operation of selector mechanism ⇒ [page 14](#)
- ◆ 2. Checking ignition key removal lock ⇒ [page 15](#)
- ◆ 3. Checking interlock button on selector lever handle
⇒ [page 15](#)

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1. Checking operation of selector mechanism

- It should not be possible to operate the starter while the selector lever is in position "S", "D", "R" or in the "tiptronic gate".
- When travelling at speeds above 5 km/h and shifting into selector lever position "N", the solenoid for the selector lever lock must not engage and block the selector lever. The selector lever can be shifted into a driving gear.
- When travelling at speeds below 2 km/h (almost stationary) and shifting into selector lever position "N", the solenoid for the selector lever lock should only engage after about 1 second. Selector lever cannot be shifted out of "N" position until brake pedal is depressed.

Selector lever in position "P":

- Pull up parking brake button to apply electromechanical parking brake.
- Briefly press ignition key in ignition lock to reach position "ignition on".
- Do not depress brake pedal.
- The selector lever is locked and cannot be shifted out of "P" position, even when the interlock button on the handle is pressed in. Selector lever lock solenoid - N110- blocks selector lever.
- Press and hold brake pedal.
- Selector lever lock solenoid - N110- releases selector lever. It is possible to shift into a driving gear. With interlock button on selector lever handle pressed, shift selector lever slowly from "P" position through "R, N, D and S" and check whether the selector lever position display - Y6- in the instrument cluster shows the correct selector lever position in each case.

Selector lever in position "N" and ignition switched on:

- Do not depress brake pedal.
- After a short delay: Selector lever is locked and cannot be shifted out of "N" position even when pressing the interlock

button on the selector lever handle. Selector lever lock solenoid - N110- blocks selector lever.

- Depress brake pedal.
- Selector lever lock solenoid - N110- releases selector lever. Shifting into position “D” is possible.

Selector lever in position “D”, ignition switched on:

- Shift selector lever into “tiptronic gate”.
- The illuminated “D” symbol in the selector lever position display - Y26- should go out and the “+” and “-” symbols should light up.
- The selector lever position display - Y6- in the instrument cluster should change from “D” to “M1” when the selector lever is moved into the “tiptronic gate”.
- If the specified results are not obtained, perform “Guided Fault Finding” ⇒ Vehicle diagnostic tester.
- Adjust selector lever cable ⇒ [page 39](#) .
- Check interlock button on selector lever handle ⇒ [page 15](#) .
- Check ignition key removal lock.

2. Checking ignition key removal lock

- Pull up parking brake button to apply electromechanical parking brake.
- Do not depress brake pedal.
- Briefly press ignition key in ignition lock to reach position “ignition on”.
- Press and hold brake pedal.
- When interlock button in selector lever handle is pressed, it should be possible to move selector lever out of position “P” without “catching”.
- Switch off ignition.
- It should not be possible to remove the ignition key when the selector lever is in any position other than “P”.
- Move selector lever to position “P”.
- Pull out ignition key.
- It should only be possible to remove ignition key in selector lever position “P”.
- Selector lever can then not be shifted out of “P” position with interlock button pressed and brake pedal depressed.

If the ignition key removal lock does not function as described, perform “Guided Fault Finding” ⇒ Vehicle diagnostic tester.

3. Checking interlock button on selector lever handle

Check that interlock button moves freely:

- Interlock button should move easily when pressed without force.
- Interlock button should spring back fully on its own when released.
- If specified results are not obtained, check that selector lever handle is correctly installed
⇒ [“1.8 Removing and installing selector lever handle”](#),
[page 24](#) .

- Check whether selector rod or selector lever is bent.

Function test:

- Ignition switched on

Press the interlock button on the selector lever handle to move the handle into the positions listed below; it should not be possible to move the selector lever into these positions unless the interlock button is pressed.

- ◆ “P” to “R” (also depress brake pedal)
- ◆ “D” to “S”
- ◆ “N” to “R” (brake pedal also has to be depressed after a short delay when vehicle is stationary)
- ◆ “R” to “P”
- If specified results are not obtained, check that selector lever handle is correctly installed
⇒ [“1.8 Removing and installing selector lever handle”, page 24](#) .
- Perform “Guided Fault Finding” ⇒ Vehicle diagnostic tester and check selector lever lock solenoid - N110- .
- Adjust selector lever cable ⇒ [page 39](#) .

1.5 Manual release from position P



Note

- ◆ *If the battery is disconnected or discharged, the selector lever cannot be shifted from position “P”. In this case, the vehicle cannot be pushed or towed.*
- ◆ *When you operate the manual release mechanism the selector lever lock solenoid - N110- will release the lock without current supply.*

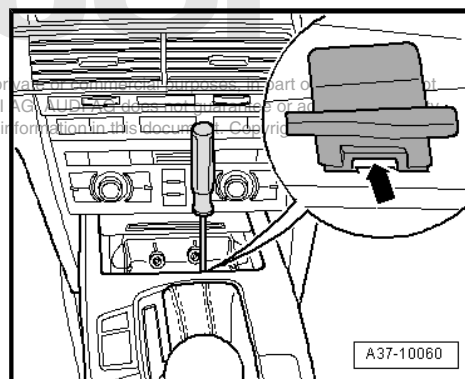
Procedure

- Remove front ashtray insert.
- Use screwdriver to pry off the cover cap in the ashtray housing -arrow-.



Note

The shape of the cover cap may differ from the illustration.

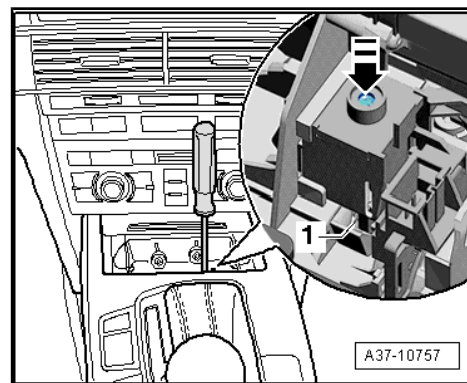


- Carefully insert tool (e.g. screwdriver) through centre opening in ashtray housing and into cylinder -arrow- on selector lever lock solenoid - N110- and at the same time press and hold interlock button and move selector lever out of position "P".



Note

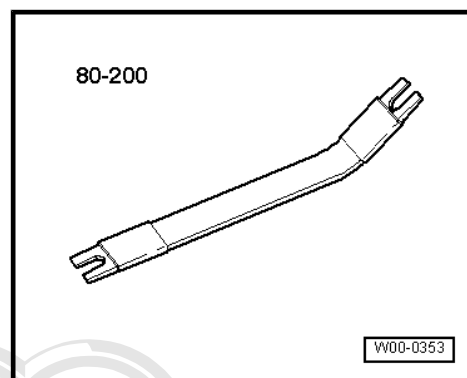
- ◆ *This releases the selector lever lock in position "P" by way of the locking lever -1-.*
- ◆ *The cylinder -arrow- on selector lever lock solenoid - N110- may be partially concealed by noise insulation or wiring (move clear to one side).*



1.6 Removing and installing selector mechanism

Special tools and workshop equipment required

- ◆ Removal lever - 80 - 200-



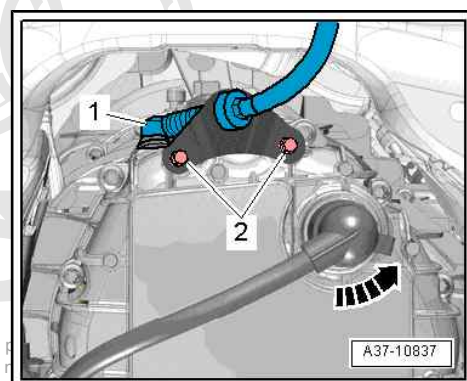
Removing

- Remove front silencer or front exhaust pipe ➔ Rep. gr. 26 ; Exhaust pipes/silencers; Exploded view - silencers .
- Use removal lever - 80 - 200- to press ball socket -1- on selector lever cable off gearbox selector lever.
- Remove bolts -2- for cable support bracket.
- Move selector lever cable clear.

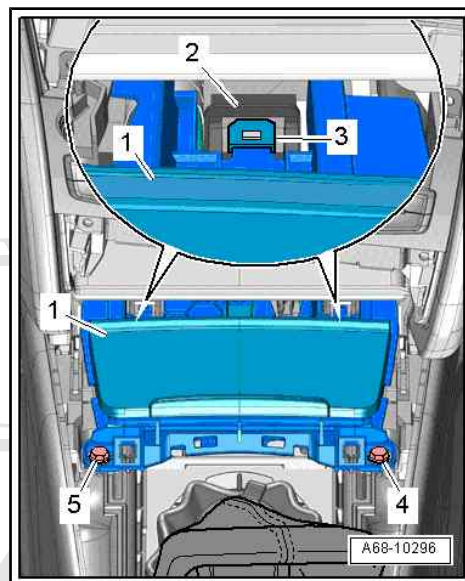


Note

- ◆ *Do not bend or kink the selector lever cable.*
- ◆ *-Arrow- can be disregarded.*
- Remove multimedia system operating unit - E380- ➔ Communication; Rep. gr. 91 ; Infotainment system; Removing and installing multimedia system operating unit - E380- .



- Remove ashtray (front) ⇒ General body repairs, interior; Rep. gr. 68 ; Centre console; Removing and installing ashtray (front) .

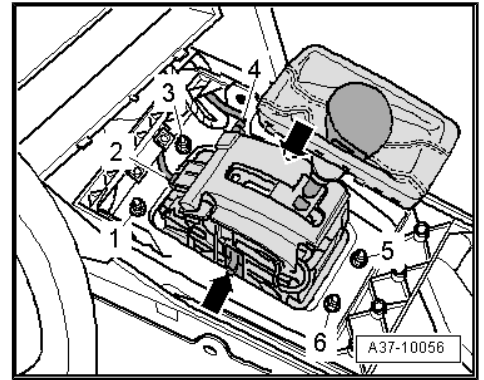


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- Unplug electrical connectors -2- and -4-.
- Remove insulating mat above selector mechanism.

 Note

- ◆ *Insulating mat is not shown in illustration.*
- ◆ *The assistance of a second mechanic is required to detach the selector mechanism from below.*
- Remove bolts -1, 3, 5, 6-.



 Note

As the retaining clips -arrows- are no longer installed on some versions, the selector mechanism may drop as soon as the bolts are removed.

- Detach selector mechanism from below.

Installing

Installation is carried out in reverse sequence; note the following:

- Tightening torques
⇒ ["1.1 Exploded view - selector mechanism", page 9](#)

 Note

- ◆ *Before installing, lightly lubricate ball socket on selector lever cable with polycarbamide grease - G 052 142 A2- .*
- ◆ *Do not bend or kink the selector lever cable.*
- ◆ *Take care not to bend gearbox selector lever when pressing on cable; support lever if necessary, as otherwise selector mechanism can no longer be adjusted accurately.*
- Install support bracket for selector lever cable ⇒ [page 13](#) .
- Adjust selector lever cable ⇒ [page 39](#) .
- Check selector mechanism ⇒ [page 14](#) .
- Install front silencer or front exhaust pipe ⇒ Rep. gr. 26 : Exhaust pipes/silencers; Exploded view - silencers.
- Install ashtray (front) ⇒ General body repairs, interior; Rep. gr. 68 ; Centre console; Removing and installing ashtray (front) .
- Install multimedia system operating unit - E380- ⇒ Communication; Rep. gr. 91 ; Infotainment system; Removing and installing multimedia system operating unit - E380- .

1.7 Dismantling and assembling selector mechanism

⇒ "1.7.1 Removing and installing selector lever lock solenoid N110", page 20

⇒ "1.7.2 Removing and installing selector lever sensors control unit J587 and tiptronic switch F189", page 22

⇒ "1.7.3 Removing and installing gear selector position P switch F305", page 23

1.7.1 Removing and installing selector lever lock solenoid - N110-

Removing

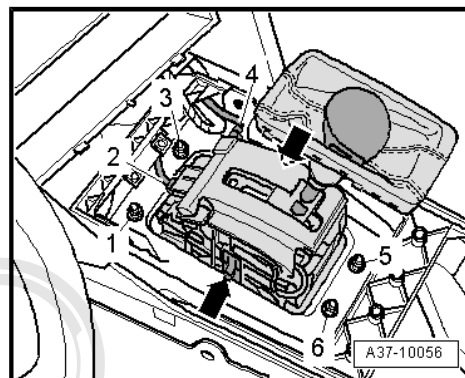
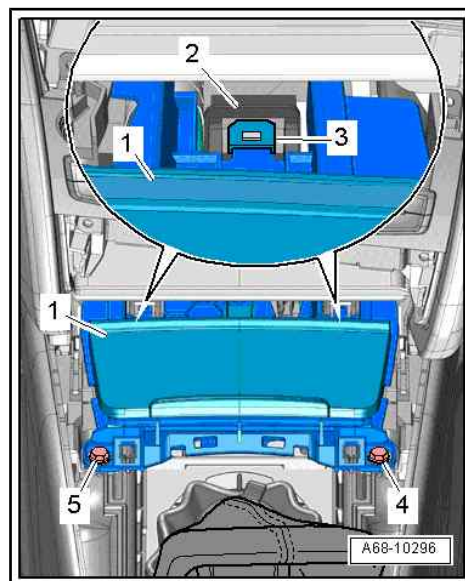
- Move selector lever to position "P".
- Remove multimedia system operating unit - E380- ⇒ Communication; Rep. gr. 91 ; Infotainment system; Removing and installing multimedia system operating unit - E380- .
- Remove ashtray (front) ⇒ General body repairs, interior; Rep. gr. 68 ; Centre console; Removing and installing ashtray (front) .

- Unscrew nuts -1, 3, 5, 6- a few turns, but do not remove completely.



Note

This will lower the shift unit slightly and facilitate removal.



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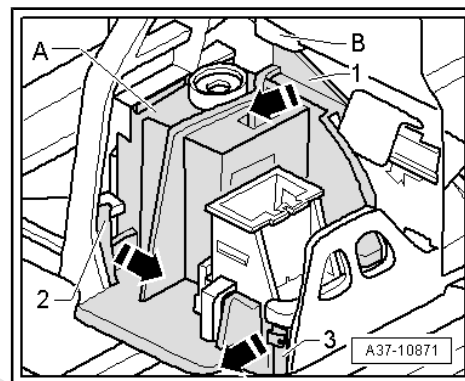


Caution

The selector mechanism can be damaged by broken retaining clips, retaining tabs or other objects.

- ◆ *Make sure that no parts or objects drop into the selector mechanism. If this happens, the selector mechanism will have to be renewed!*

- Release retaining tabs -2- and -3- in direction of -arrow-, lift front of sealing cap -A- slightly and hold in that position.



Note

This prevents the retaining tabs from engaging again.

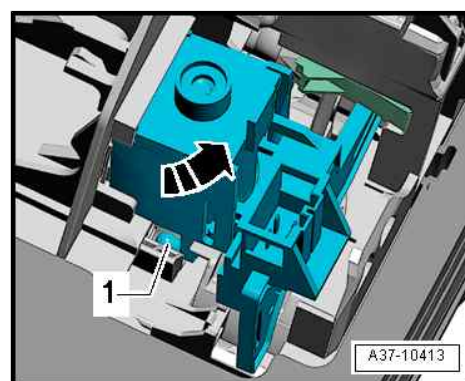
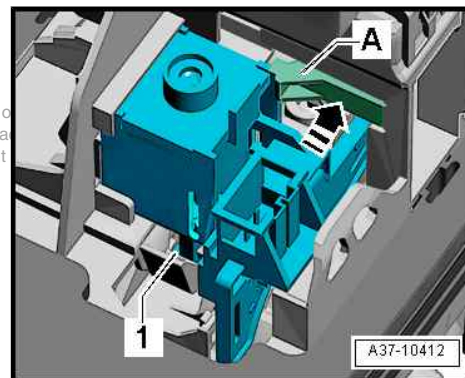
- Using a screwdriver, release top retaining tab -1- of sealing cap from retainer -B- in direction of -arrow- and lift out sealing cap -A-.
- Unplug electrical connector on selector lever lock solenoid - N110- .
- Press retaining hook -A- in direction of -arrow- and hold in this position.



Note

The shift unit must be renewed if the retaining hook -A- breaks off.

- Tilt bottom part of selector lever lock solenoid - N110- out in direction of -arrow- so that ball head -1- disengages from operating lever on selector mechanism.
- Detach selector lever lock solenoid - N110- .

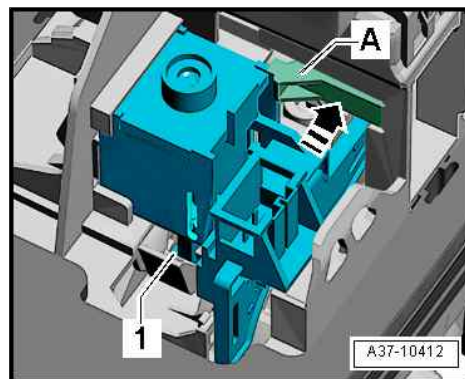


Installing

Installation is carried out in reverse sequence; note the following:

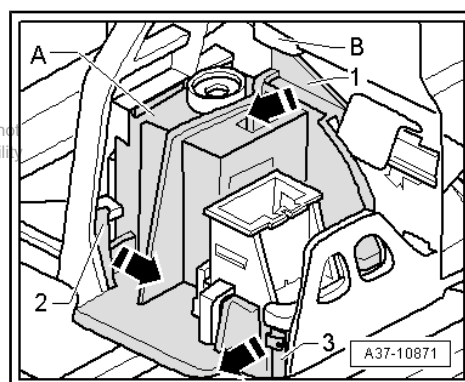
- Tightening torque
⇒ ["1.1 Exploded view - selector mechanism", page 9](#)
- Turn ball head -1- into correct position for installation.
- Guide selector lever lock solenoid - N110- into selector mechanism at an angle from above and tilt bottom part in opposite direction of -arrow-.

- Ball head -1- must engage fully in operating lever on selector mechanism; press home with a small screwdriver if necessary.
- Secure selector lever lock solenoid - N110- to retaining hook -A-.



- Place cover -A- over selector lever lock solenoid - N110- and carefully engage -1 ... 3-.
- Attach electrical connectors.

- Check function of selector mechanism before continuing assembly ➔ [page 14](#).



- Install ashtray (front) ➔ General body repairs, interior; Rep. gr. 68 ; Centre console; Removing and installing ashtray (front) .
- Install multimedia system operating unit - E380- ➔ Communication; Rep. gr. 91 ; Infotainment system; Removing and installing multimedia system operating unit - E380- .

1.7.2 Removing and installing selector lever sensors control unit - J587- and tiptronic switch - F189-



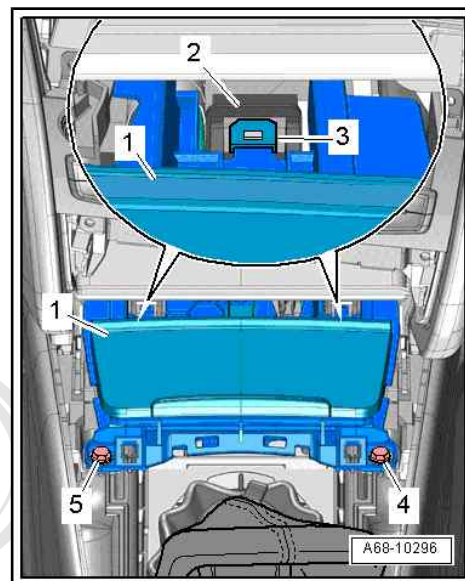
Note

Selector lever sensors control unit - J587- and tiptronic switch - F189- are integrated in one unit.

Removing

- Remove selector lever handle
➔ [“1.8 Removing and installing selector lever handle”, page 24](#) .
- Remove multimedia system operating unit - E380- ➔ Communication; Rep. gr. 91 ; Infotainment system; Removing and installing multimedia system operating unit - E380- .

- Remove ashtray (front) ⇒ General body repairs, interior; Rep. gr. 68 ; Centre console; Removing and installing ashtray (front) .



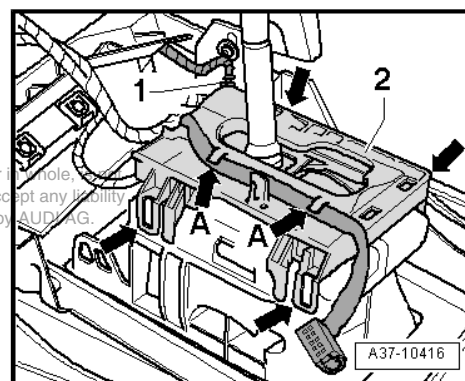
- Unplug electrical connector -1-.
- Release 4 retaining tabs -arrows- and lift out selector lever sensors control unit - J587- with tiptronic switch - F189- .



Note

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-Arrows A- can be disregarded.



Installing

Installation is carried out in reverse sequence; note the following:

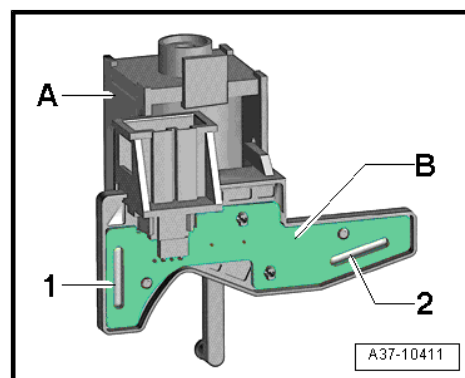
- Make sure selector lever sensors control unit - J587- with tiptronic switch - F189- clicks in place with 4 retaining tabs -arrows-.
- Secure wiring for selector lever position display - Y26- -arrows-.
- Install ashtray (front) ⇒ General body repairs, interior; Rep. gr. 68 ; Centre console; Removing and installing ashtray (front) .
- Install multimedia system operating unit - E380- ⇒ Communication; Rep. gr. 91 ; Infotainment system; Removing and installing multimedia system operating unit - E380- .
- Install selector lever handle
⇒ [“1.8 Removing and installing selector lever handle”, page 24](#) .

1.7.3 Removing and installing gear selector position P switch - F305-

- ◆ Fitting location: Gear selector position P switch - F305- consists of two reed contacts (-1- and -2-) and is installed on printed circuit board -B- in selector lever lock solenoid - N110- -A-.

Gear selector position P switch - F305- can only be renewed together with selector lever lock solenoid - N110- .

⇒ [“1.7.1 Removing and installing selector lever lock solenoid N110”, page 20](#)



1.8 Removing and installing selector lever handle

⇒ [“1.8.1 Removing and installing selector lever handle - vehicles up to model year 2011”, page 24](#)

⇒ [“1.8.2 Separating selector lever boot from selector lever handle - vehicles up to model year 2011”, page 26](#)

⇒ [“1.8.3 Removing and installing selector lever handle with interlock button \(side\) - vehicles from model year 2012 onwards”, page 27](#)

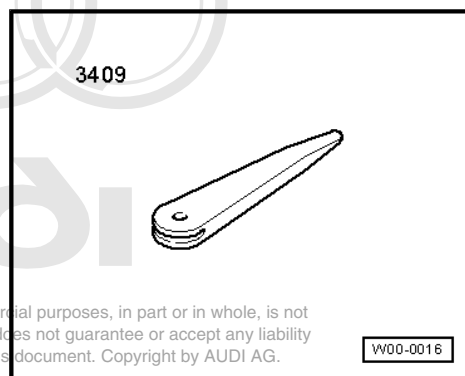
⇒ [“1.8.4 Removing and installing selector lever handle with interlock button \(front\) - vehicles from model year 2012 onwards”, page 29](#)

⇒ [“1.8.5 Moving interlock button on selector lever handle \(front\) into installation position - vehicles from model year 2012 onwards”, page 31](#)

1.8.1 Removing and installing selector lever handle - vehicles up to model year 2011

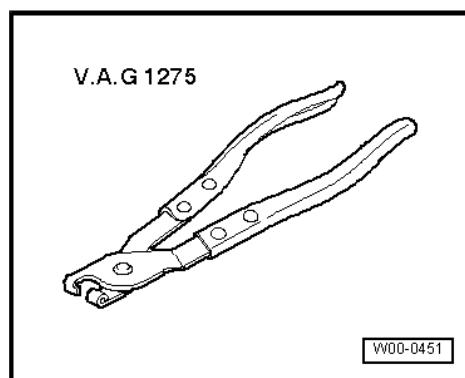
Special tools and workshop equipment required

- ◆ Removal wedge - 3409-



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- ◆ Hose clip pliers - V.A.G 1275-



Removing

- Pull up parking brake button to apply electromechanical parking brake.
- Shift selector lever into position “N”.



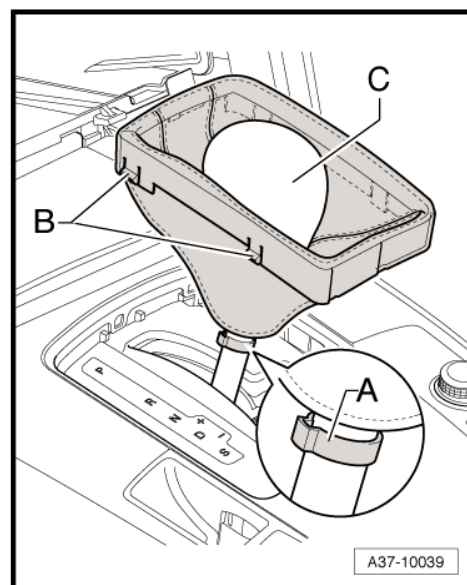
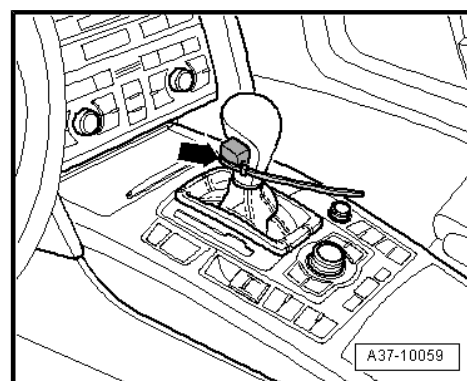
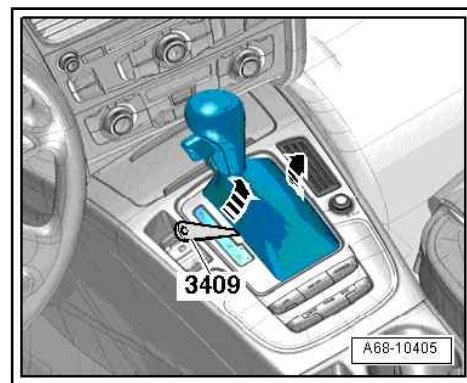
Note

The selector lever handle is removed together with the selector lever boot.

- Carefully pry out selector lever boot at the side in direction of -arrows- using removal wedge - 3409- and turn selector lever boot inside out over selector lever handle.
- Use a cable tie to secure the interlock button in pulled-out position -arrow-, as shown in the illustration.

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- Turn selector lever boot -1- inside out over selector lever handle -2-.
- Release clamp -arrow- and detach selector lever handle together with selector lever boot. Avoid touching the interlock button.

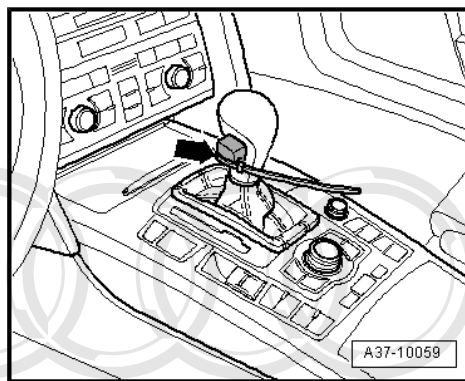


Installing

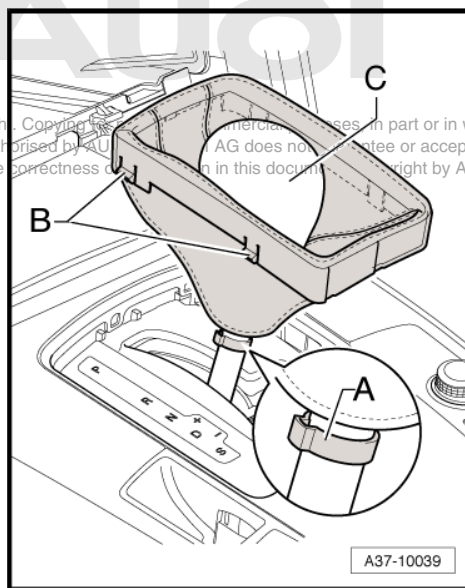


Note

- ◆ *To install the selector lever handle the interlock button has to be pulled out to the stop and must be secured with either a cable tie -arrow- or with the assembly aid supplied together with the new handle.*
- ◆ *If, by mistake, the interlock button has not been secured, it must not be pulled out of the selector lever handle by means of mechanical tools. Apply a compressed-air gun at the bottom of the handle and press the interlock button out with compressed air.*



- Attach new clamp -arrow- to selector lever handle.
- Place selector lever handle fully on selector lever - interlock button points towards the driver.
- The handle must engage in the annular groove on the selector lever.
- Remove the cable tie or assembly aid, allowing the interlock button mechanism to engage in the vertical groove on the selector lever. If necessary, press the interlock button into the selector lever handle.
- Move selector lever to positions "R" and "S" to check button mechanism.
- If the selector lever cannot be moved into the above positions, the handle must be removed again ➔ [page 24](#) .
- Secure selector lever handle -2- on selector lever by tightening clamp -arrow- using hose clip pliers - V.A.G 1275- .
- Clip retaining frame for selector lever boot -1- onto centre console.



1.8.2 Separating selector lever boot from selector lever handle - vehicles up to model year 2011

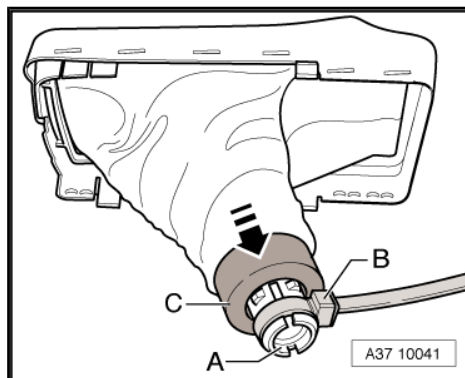
Removing

- Remove selector lever handle ➔ [page 24](#) .
- Tie together spring tips -1- on selector lever handle using cable tie -3- as shown in illustration.
- Slide sleeve -2- of selector lever boot past retaining tabs on spring tips -arrow-.
- Remove cable tie and detach sleeve with selector lever boot from selector lever.

Installing

Installation is carried out in reverse sequence; note the following:

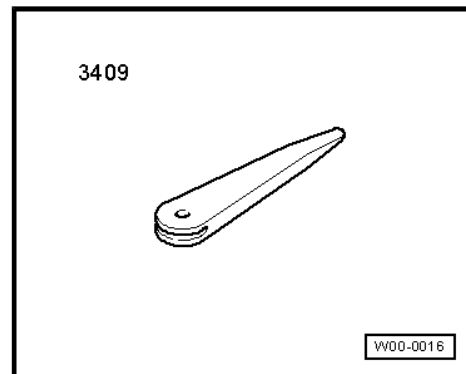
- Fitting location: the longer side of the retaining frame for the selector lever boot faces the driver's side.
- Install selector lever handle ➔ [page 24](#) .



1.8.3 Removing and installing selector lever handle with interlock button (side) - vehicles from model year 2012 onwards

Special tools and workshop equipment required

- ◆ Removal wedge - 3409-



- ◆ Thin cable tie or assembly aid for interlock button on handle. A new selector lever handle is supplied with the assembly aid pre-fitted.

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Removing

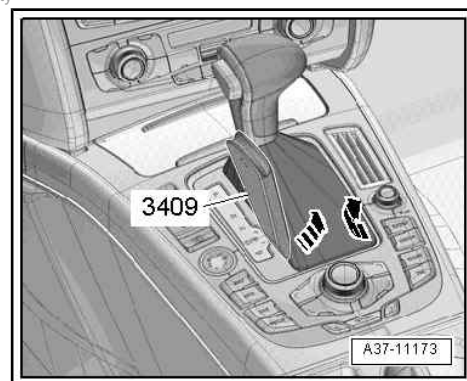
- Pull up parking brake button to apply electromechanical parking brake.
- Shift selector lever into position “N”.



Note

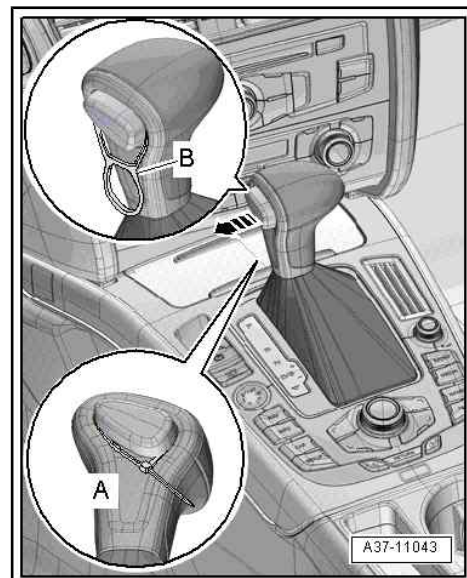
The selector lever handle is removed together with the selector lever boot.

- Carefully pry out selector lever boot at the sides in direction of -arrows- using removal wedge - 3409- .
- Pull out interlock button on selector lever handle -arrow- and secure in this position using cable tie -A- or assembly aid -B- as shown in illustration.

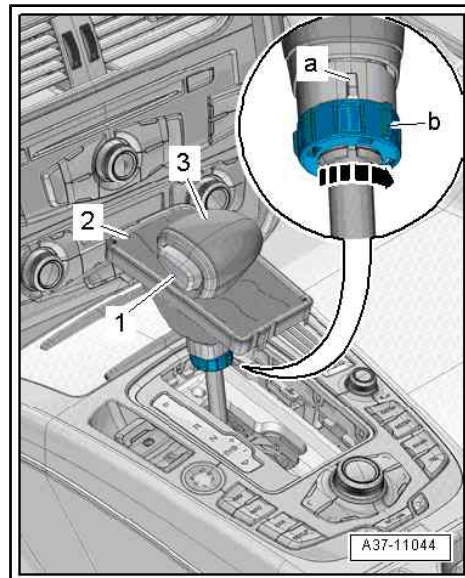


Note

The assembly aid -B- is pre-fitted at the factory on a new selector lever handle. The assembly aid must not be removed until the new handle has been installed. This assembly aid can then be kept for future use as a locking tool.



- Turn selector lever boot -2- inside out over selector lever handle -3-.
- Turn locking ring as far as stop in direction of -arrow- so that markings -a- and -b- are no longer in line.
- Pull off selector lever handle together with selector lever boot, taking care not to touch interlock button -1-.



Installing

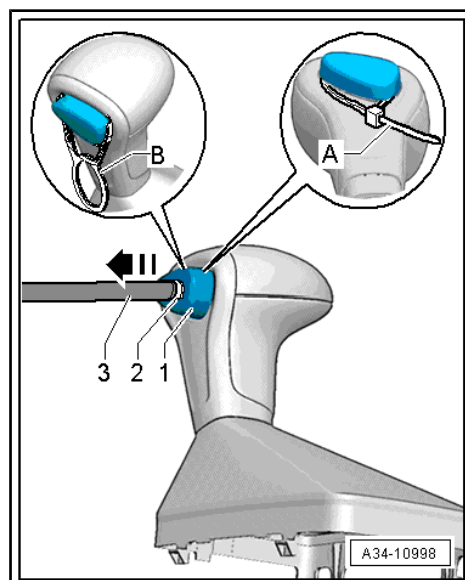
- When installing the selector lever handle, the interlock button must be pulled out to the stop and secured with either a cable tie -A- or with the assembly aid -B- supplied together with the new handle.

If the interlock button was not properly secured when the handle was removed, and has dropped inside the handle, it must be pulled out and secured as described below before it can be installed.

- Affix adhesive pad or double-sided adhesive tape -2- to interlock button -1- on selector lever handle.

Note

- ◆ *Alternatively, a small suction cup can also be used (approx. 15 mm dia., commercially available).*
- ◆ *The adhesive pad or double-sided adhesive tape must be completely removed after installing the handle.*
- Press a suitable tool -3- with clean, flat surface onto adhesive surface as shown in illustration and pull out interlock button by this means -arrow-.
- Secure interlock button in pulled-out position using cable tie -A- or assembly aid -B-, as shown in illustration.
- Remove adhesive pad or double-sided adhesive tape -2- and clean interlock button -1-.



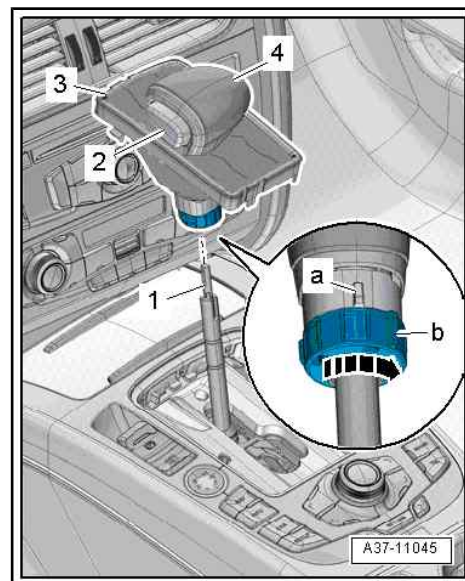
- Shift selector lever into position “N”.



Note

The selector lever can be moved by pulling the release rod -1-.

- Turn selector lever boot -3- inside out over selector lever handle -4-.
- Turn locking ring as far as stop in direction of -arrow- so that markings -a- and -b- are no longer in line.
- With interlock button facing driver's side, push selector lever handle fully onto selector lever so that catch engages.



- Turn locking ring in direction of -arrow- until it engages; markings -a- and -b- should be in line.

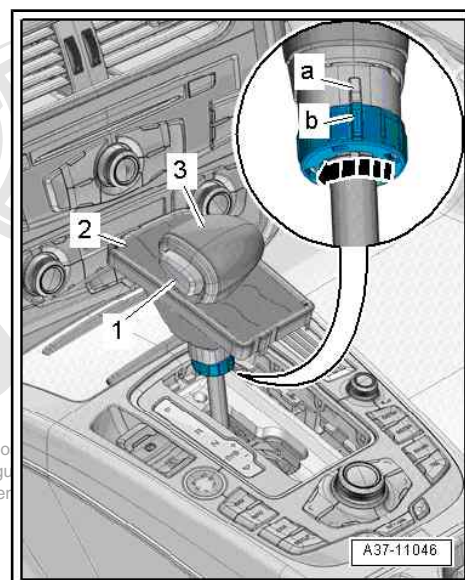


Caution

Risk of damage to selector lever handle

- ♦ **The locking ring can only be turned when the handle has been pushed on all the way.**

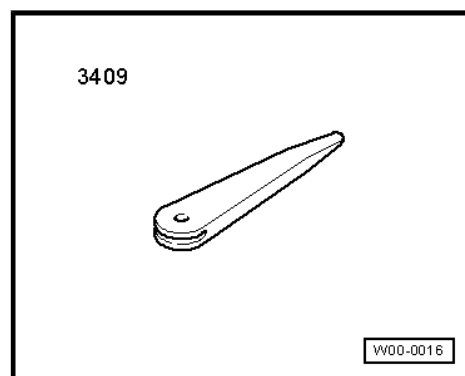
- Remove the cable tie or assembly aid, allowing the interlock button mechanism to engage in the vertical groove on the selector lever. If necessary, press the interlock button into the selector lever handle.
- Move selector lever to positions “R” and “D/S” to check button mechanism.
- If the selector lever cannot be moved into the above positions, the handle must be removed again ➔ [page 24](#) .
- Pull selector lever boot down and clip onto multimedia system operating unit - E380- .



1.8.4 Removing and installing selector lever handle with interlock button (front) - vehicles from model year 2012 onwards

Special tools and workshop equipment required

- ♦ Removal wedge - 3409-





- ♦ Thin cable tie or assembly aid for interlock button on handle.
A new selector lever handle is supplied with the assembly aid pre-fitted.

Removing

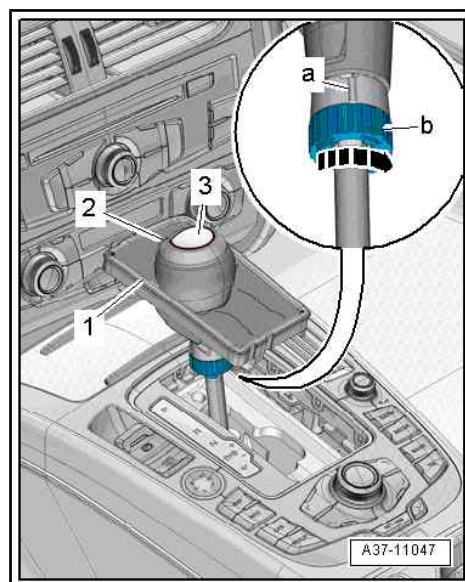
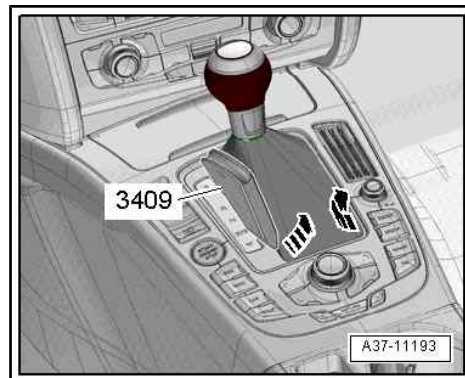
- Pull up parking brake button to apply electromechanical parking brake.
- Shift selector lever into position “N”.



Note

The selector lever handle is removed together with the selector lever boot.

- Carefully pry out selector lever boot at the sides in direction of -arrows- using removal wedge - 3409- .
- Turn selector lever boot -1- inside out over selector lever handle -3-.
- Turn locking ring as far as stop in direction of -arrow- so that markings -a- and -b- are no longer in line.
- Pull off selector lever handle -3- together with selector lever boot -1-, taking care not to touch interlock button -2-.



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Installing

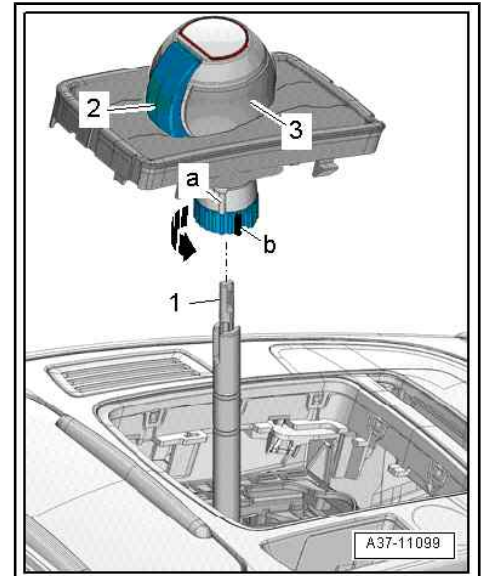
- Turn locking ring in direction of -arrow- as far as stop.
- Markings -a- and -b- should not be in line.
- Interlock button faces direction of travel.



Caution

Risk of damage to the selector mechanism.

- ◆ *The interlock button -2- must protrude from the selector lever handle during installation. If the interlock button was pressed in by mistake when the handle was removed, the interlock button must be moved back to its installation position ➔ [page 31](#) .*
- ◆ *If the interlock button has been pressed in and the handle is installed with the interlock button in this position, the handle and the pull rod of the selector mechanism -1- will be damaged irreparably.*

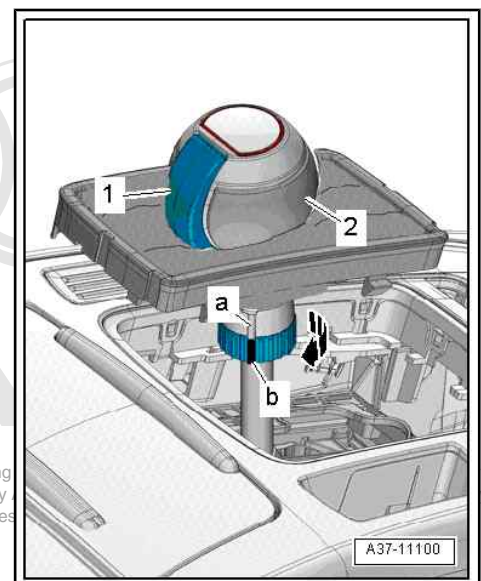


- Carefully press selector lever handle -3- fully onto selector lever, taking care not to touch interlock button -2-.
- The handle must engage in the annular groove on the selector lever.
- Turn locking ring in direction of -arrow- as far as stop.
- It must be possible to turn the locking ring; press handle -2- if necessary.
- Markings -a- and -b- should be in line.



Note

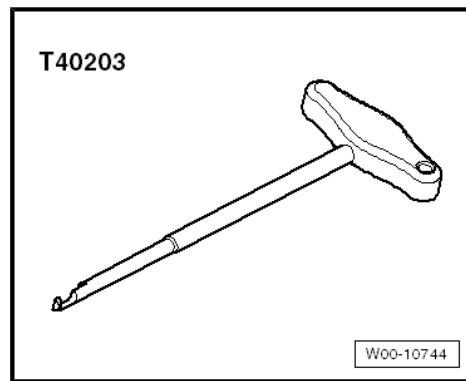
- ◆ *The handle is not locked until the locking ring has been turned. Only then should you press the interlock button on the handle.*
- ◆ *There may be increased resistance when you press the interlock button for the first time after installation.*
- Press interlock button -1- on selector lever handle.
- Move selector lever to positions “R” and “D/S” to check button mechanism.
- If the selector lever cannot be moved into the above positions, the handle must be removed again ➔ [page 29](#) .
- Pull selector lever boot down and clip onto multimedia system operating unit - E380- .



1.8.5 Moving interlock button on selector lever handle (front) into installation position - vehicles from model year 2012 onwards

Special tools and workshop equipment required

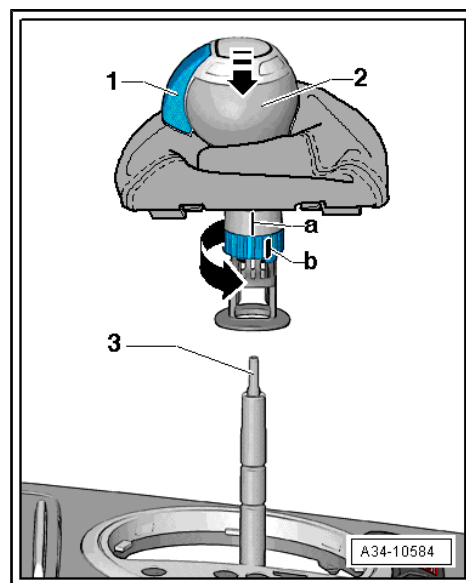
◆ Release tool - T40203-



Procedure

- Installation position: The interlock button -1- must protrude from the selector lever handle.

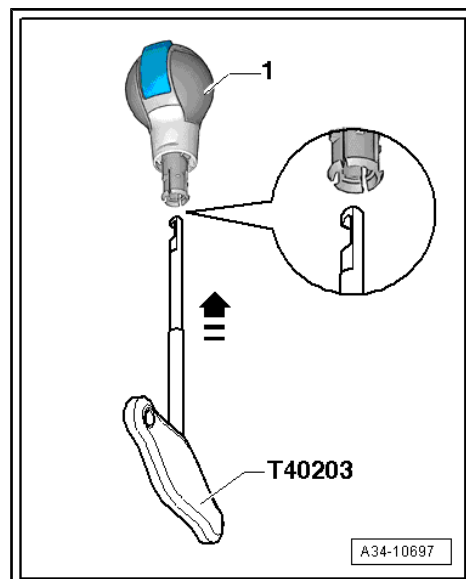
If the interlock button has been pressed in, it must be moved back into its installation position so that the selector lever handle can be installed.



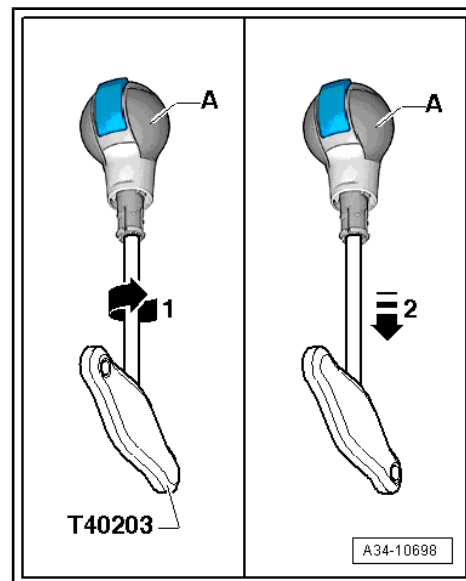
Note

For illustration purposes, the handle is shown without the selector lever boot in the following steps.

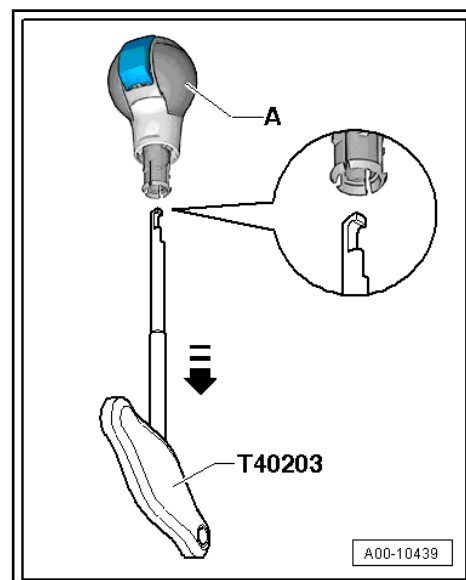
- Carefully insert release tool - T40203- into selector lever handle -1- as far as stop.
- Recess on release tool - T40203- should face interlock button, hook should point towards left.



- Hold selector lever handle -A- and turn release tool - T40203- 180° in direction of -arrow 1-.
- Hold handle and carefully pull out release tool - T40203- -arrow 2-.



- When pulling out release tool - T40203- , interlock button -A- on selector lever handle is pressed out and locked in position.
- Do not touch interlock button on selector lever handle before installing handle so that interlock button is not pressed in again.

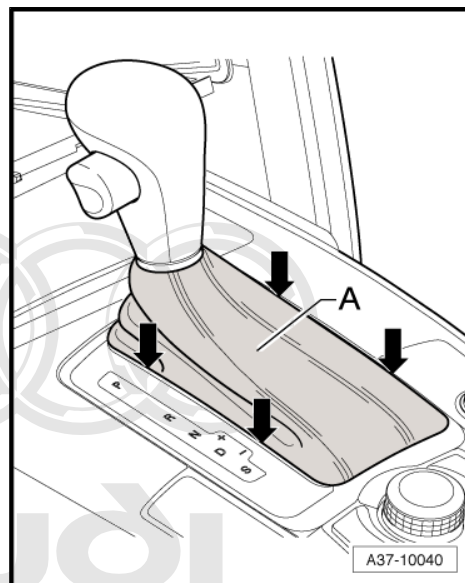


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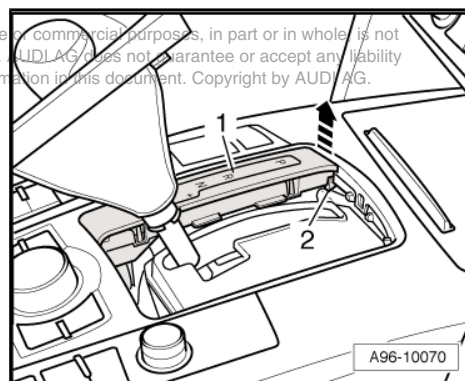
1.9 Removing and installing selector lever position display - Y26-

Removing

- Shift selector lever into position “N”.
- Unclip retainer frame for selector lever boot -1- from centre console and lift off -arrows-.
- Turn selector lever boot inside out over selector lever handle.



- Release retaining spring -2- and detach selector lever position display - Y26- -item 1- -arrow-.
- Unplug electrical connector.



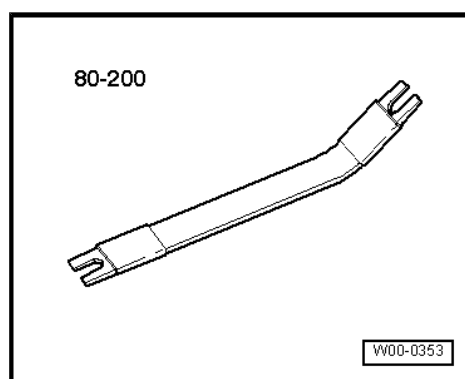
Installing

Installation is carried out in reverse sequence.

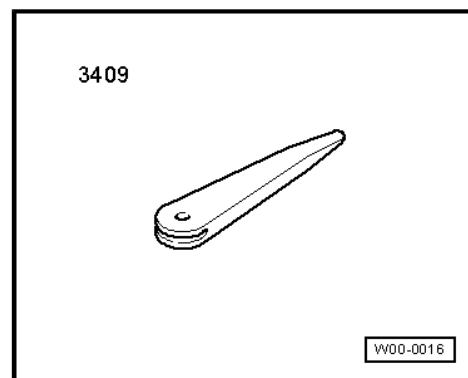
1.10 Removing and installing selector lever cable

Special tools and workshop equipment required

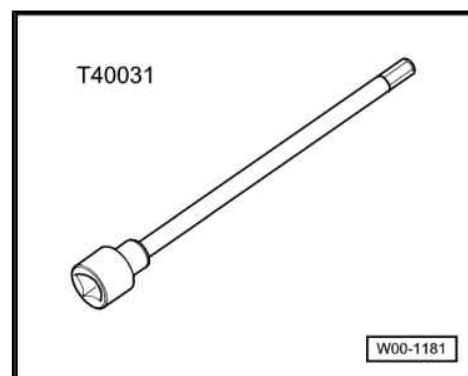
- ♦ Removal lever - 80 - 200-



◆ Removal wedge - 3409-

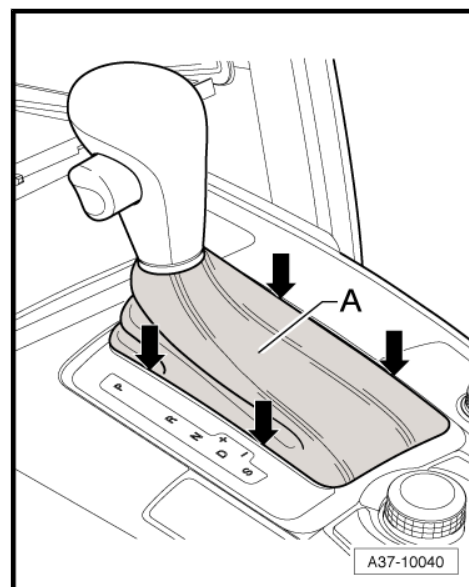


◆ Socket - T40031-



Removing

- Pull up parking brake button to apply electromechanical parking brake.
- Shift selector lever to position “D”.
- Carefully lever retainer frame for selector lever boot -1- out of centre console -arrows- using removal wedge - 3409- and turn selector lever boot inside out over selector lever handle.



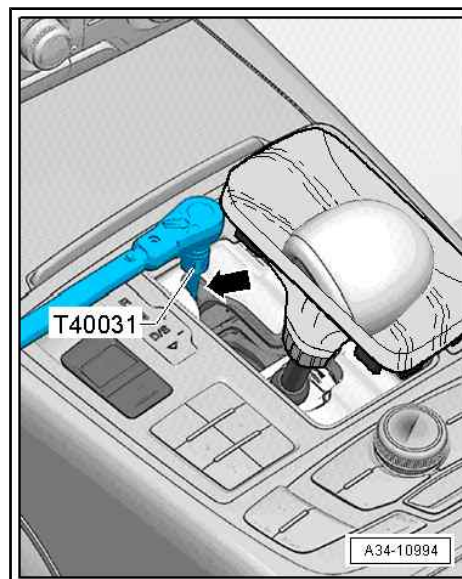
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- Insert socket and key - T40031- through access hole -arrow- in selector mechanism and slacken bolt on selector lever cable approx. one turn.



Note

- ♦ Only loosen clamping bolt – do not remove.
- ♦ Clamping bolt can only be accessed with selector lever in position "D".
- ♦ With clamping bolt loosened, selector lever must remain in position "D".
- Vehicles with 3.2 ltr. FSI engine: Remove front silencer (left-side) ⇒ Rep. gr. 26 ; Exhaust pipes/silencers; Exploded view - silencers .

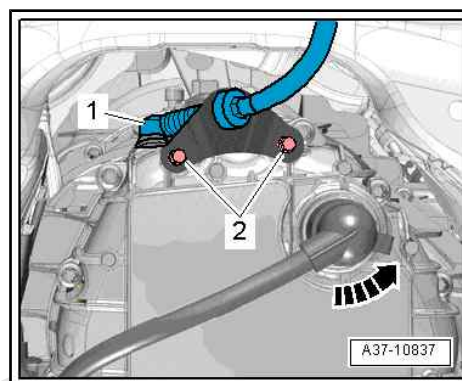


- Use removal lever - 80 - 200- to press ball socket -1- on selector lever cable off gearbox selector lever.
- Remove bolts -2- for cable support bracket.
- Move selector lever cable clear.



Note

- ♦ Do not bend or kink the selector lever cable.
- ♦ -Arrow- can be disregarded.



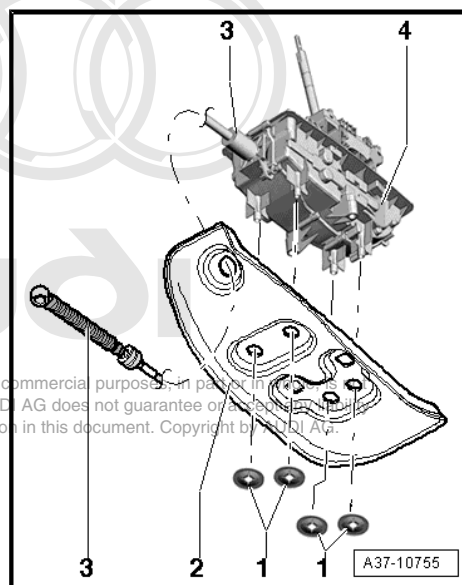
- Remove four retaining washers -1-.



Note

Renew retaining washers.

- Pull off noise insulation -2- and slide forwards.



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- Pull out retaining clip -1- for selector lever cable from the side.
- Pull selector lever cable -2- out of selector mechanism.

Installing

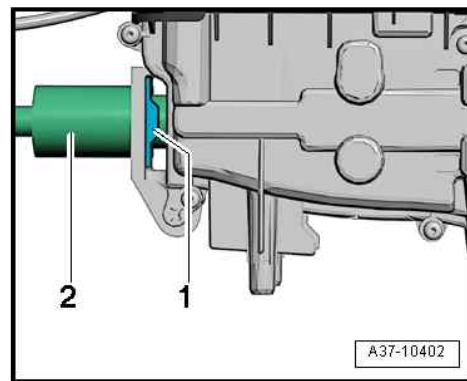
Installation is carried out in reverse sequence; note the following:

- Tightening torques
⇒ ["1.3 Exploded view - selector lever cable", page 13](#)

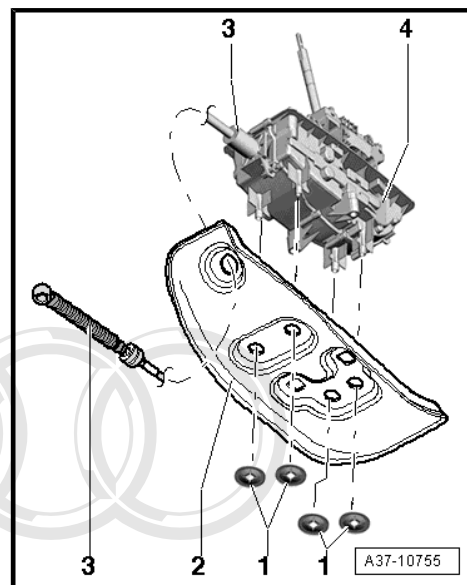


Note

Before installing, lightly grease cable eye and ball socket on selector lever cable with polycarbamide grease - G 052 142 A2- .

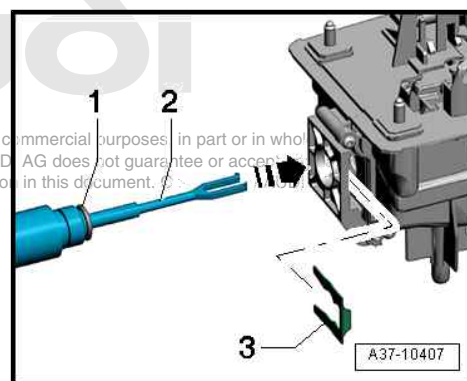


- Slide selector lever cable -3- through hole on noise insulation -2-.

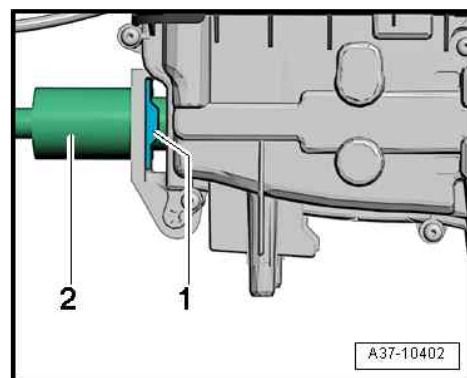


- Fit O-ring -1- on selector lever cable.
- Insert selector lever cable -2- into shift unit -arrow-.
- Secure selector lever cable -2- with retaining clip -3-.

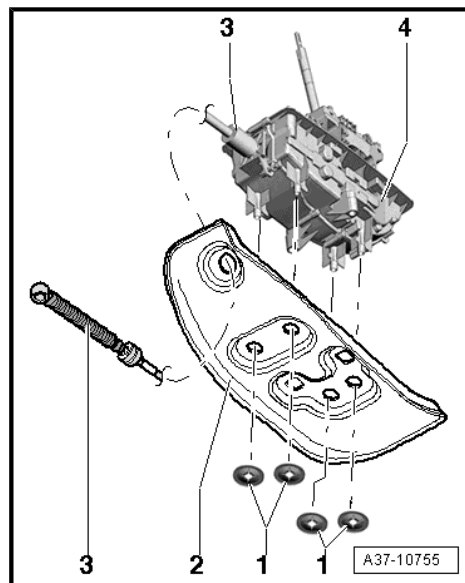
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- Installation position: angled end of retaining clip -1- must point towards selector mechanism.



- Secure noise insulation -2- with four new retaining washers -1-.



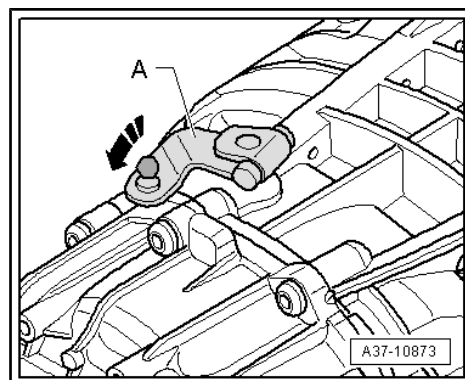
- Press gearbox selector lever -1- on gearbox towards the rear as far as it will go -arrow- until parking lock engages.



Note

When the parking lock has engaged it should no longer be possible to rotate both front wheels in one direction at the same time.

- Then push gearbox selector lever forward 3 notches so that gearbox is in position "D".
- Check that selector lever is also in position "D" inside the vehicle.



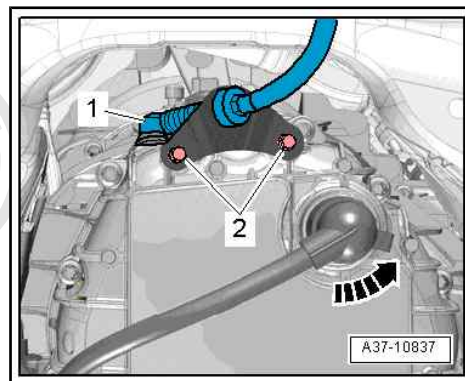
- Carefully press ball socket of selector lever cable -1- onto gearbox selector lever in this position.



Note

Take care not to bend gearbox selector lever when pressing on cable; support lever if necessary, as otherwise selector mechanism can no longer be adjusted accurately.

- Secure cable support bracket to gearbox -2-.



Note

- ◆ **Do not bend or kink the selector lever cable.**

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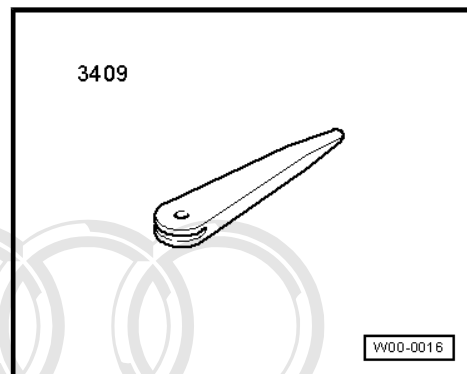
- ◆ **-Arrow- can be disregarded.**

- Attach selector lever cable to support bracket by tightening lock nuts ➔ [Item 6 \(page 13\)](#) .
- Check selector lever cable and adjust if necessary ➔ [page 39](#) .
- Check selector mechanism ➔ [page 14](#) .
- Vehicles with 3.2 ltr. FSI engine: Install front silencer (left-side) ➔ Rep. gr. 26 ; Exhaust pipes/silencers; Exploded view - silencers .

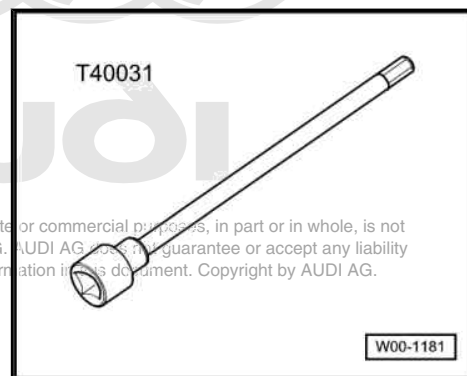
1.11 Checking and adjusting selector lever cable

Special tools and workshop equipment required

- ◆ Removal wedge - 3409-



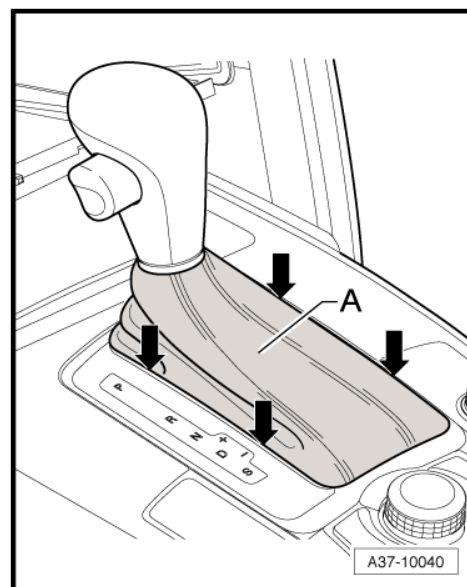
- ◆ Socket - T40031-



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Procedure

- Tightening torque
⇒ ["1.3 Exploded view - selector lever cable", page 13](#)
- Carefully lever retainer frame for selector lever boot -1- out of centre console -arrows- using removal wedge - 3409- and turn selector lever boot inside out over selector lever handle.

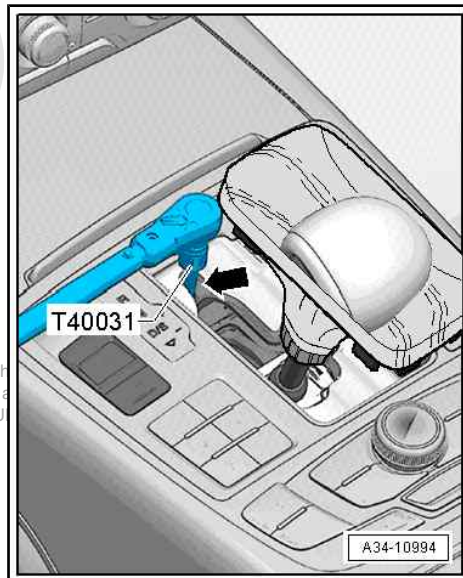


- Shift selector lever to position “D”.
- Insert socket - T40031- through access hole -arrow- in selector mechanism and slacken bolt on selector lever cable approx. one turn.



Note

- ♦ Only loosen clamping bolt approx. one turn - do not remove.
- ♦ Clamping bolt can only be accessed with selector lever in position “D”.
- ♦ With clamping bolt loosened, selector lever must remain in position “D”.
- Carefully move selector lever slightly forwards and backwards, without shifting lever into a different selector lever position. The selector lever cable is thereby slackened.
- Shift selector lever into “tiptronic gate”.



Note

Do not touch selector lever again during adjustment process.

- Use socket and key - T40031- to tighten clamping bolt in this position, taking care not to touch selector lever.
- Check selector mechanism ⇒ [page 14](#) .

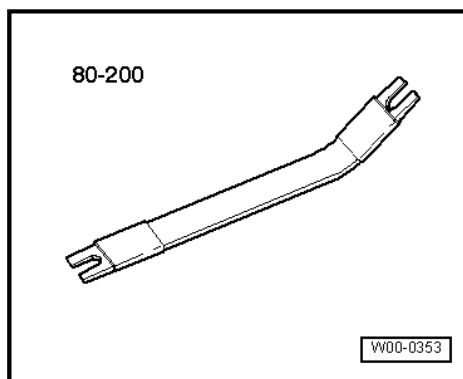
If selector mechanism is not functioning correctly after adjusting selector lever cable, proceed as follows:

- Adjust selector lever cable to basic setting ⇒ [page 40](#) .

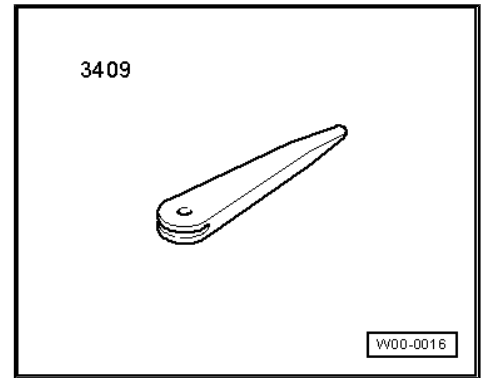
1.12 Adjusting selector lever cable to basic setting

Special tools and workshop equipment required

- ♦ Vehicle diagnostic tester
- ♦ Removal lever - 80 - 200-

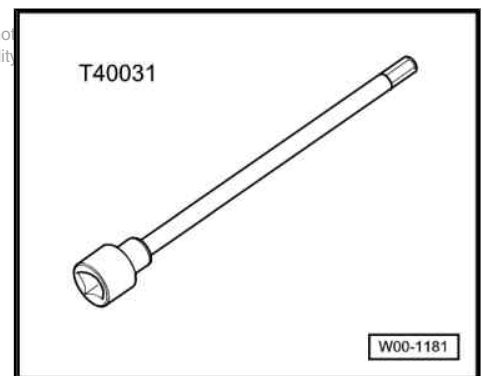


◆ Removal wedge - 3409-



◆ Socket - T40031-

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Procedure

- “Guided Fault Finding” using the vehicle diagnostic tester has been completed; all faults repaired.
- Using the vehicle diagnostic tester in “Guided Fault Finding” mode, go to Function/Component Selection and select the following menu items:
 - ◆ Drive system
 - ◆ 0AW gearbox
 - ◆ 01 - Self-diagnosis compatible systems
 - ◆ 02 - Gearbox electronics
 - ◆ 02 - Gearbox electronics, Functions
 - ◆ 02 - Measured values
- Select the value for “Gear” from the menu on the vehicle diagnostic tester .
- Compare the following readings:
 - ◆ Value for “Gear” on vehicle diagnostic tester
 - ◆ Selector lever position
 - ◆ Gear indicated on selector lever position display - Y26- (on selector mechanism)
 - ◆ Selector lever position display - Y6- in instrument cluster

Requirement:

- The displays should match

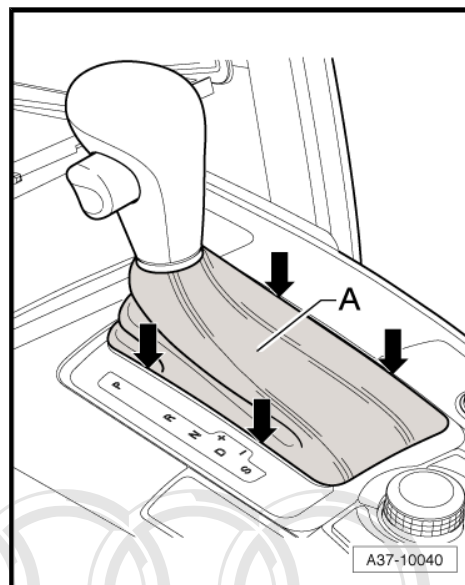
If the displays do not match:

- Adjust selector lever cable ➔ [page 39](#) .

If the displays cannot be matched by adjusting the selector lever cable:

Adjusting selector lever cable to basic setting:

- Tightening torque
⇒ ["1.3 Exploded view - selector lever cable", page 13](#)
- Carefully lever retainer frame for selector lever boot -1- out of centre console -arrows- using removal wedge - 3409- and turn selector lever boot inside out over selector lever handle.
- Shift selector lever to position "D".

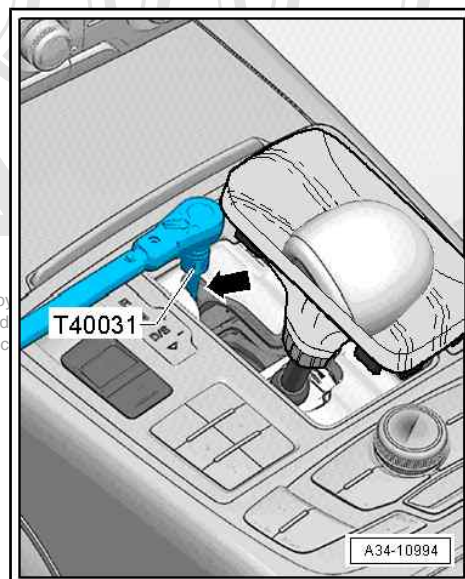


- Insert socket - T40031- through access hole -arrow- in selector mechanism and slacken bolt on selector lever cable approx. one turn.



Note

- ◆ Only loosen clamping bolt – do not remove.
- ◆ Clamping bolt can only be accessed with selector lever in position "D".
- ◆ With clamping bolt loosened, selector lever must remain in position "D".

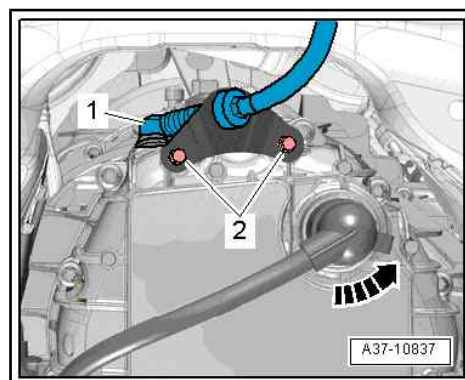


- Use removal lever - 80 - 200- to press ball socket -1- on selector lever cable off gearbox selector lever.

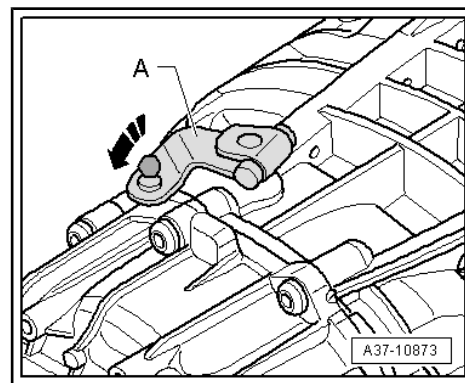


Note

- ◆ Do not bend or kink the selector lever cable.
- ◆ Item -2- can be disregarded.
- ◆ Before installing, lightly grease cable eye and ball socket on selector lever cable with polycarbamide grease - G 052 142 A2- .
- ◆ -Arrow- can be disregarded.



- Press gearbox selector lever -A- on gearbox to rear as far as it will go -arrow- until parking lock engages.
- When the parking lock has engaged it should no longer be possible to rotate both front wheels in one direction at the same time.
- Then push gearbox selector lever forward 3 notches so that gearbox is in position “D”.
- Check that selector lever is also in position “D” inside the vehicle.
- With vehicle diagnostic tester in Guided Fault Finding mode, select [02 - Gearbox electronics] and the function [02 - Measured values].
- Select the value for [Gear] from the menu.
- Compare the following readings:
 - ◆ Value for “Gear” on vehicle diagnostic tester
 - ◆ Selector lever position
 - ◆ Gear indicated on selector lever position display - Y26- (on selector mechanism)
 - ◆ Selector lever position display - Y6- in instrument cluster



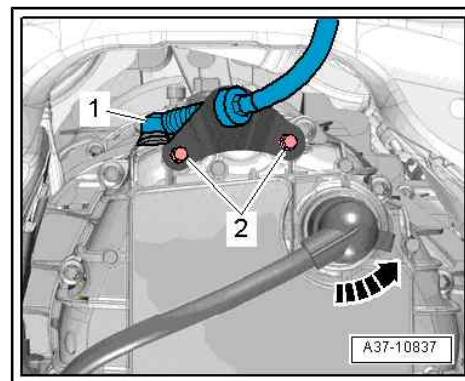
Requirement:

- The displays should match
- Carefully press ball socket of selector lever cable -1- onto gearbox selector lever in this position.



Note

- ◆ Take care not to bend gearbox selector lever when pressing on cable; support lever if necessary, as otherwise selector mechanism can no longer be adjusted accurately.
- ◆ -Item 2- and -arrow- can be disregarded.
- Adjust selector lever cable ⇒ [page 39](#) .
- Check selector mechanism ⇒ [page 14](#) .



1.13 Renewing selector shaft oil seal

Procedure



Note

The oil seal for the selector shaft can only be renewed with the gearbox removed from the vehicle.

- Remove gearbox ⇒ [page 44](#) .
- Renew oil seal for selector shaft ⇒ Servicing multitronic 0AW; Rep. gr. 39 ; Oil seals .
- After installing gearbox refer to [“6.2 Checking ATF level”, page 124](#).

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2 Removing and installing gearbox

⇒ [“2.1 Removing gearbox”, page 44](#)

⇒ [“2.2 Installing gearbox”, page 91](#)

⇒ [“2.3 Tightening torques for gearbox”, page 113](#)

2.1 Removing gearbox

⇒ [“2.1.1 Removing gearbox, vehicles with 1.8 ltr. and 2.0 ltr. TFSI engine”, page 44](#)

⇒ [“2.1.2 Removing gearbox - vehicles with 3.2 ltr. FSI engine”, page 52](#)

⇒ [“2.1.3 Removing gearbox - vehicles with 2.0 ltr. TDI engine \(PR TH3, TM4\)”, page 60](#)

⇒ [“2.1.4 Removing gearbox - vehicles with 2.0 ltr. TDI engine \(PR TD1\)”, page 69](#)

⇒ [“2.1.5 Removing gearbox - vehicles with 2.7 ltr. TDI engine”, page 76](#)

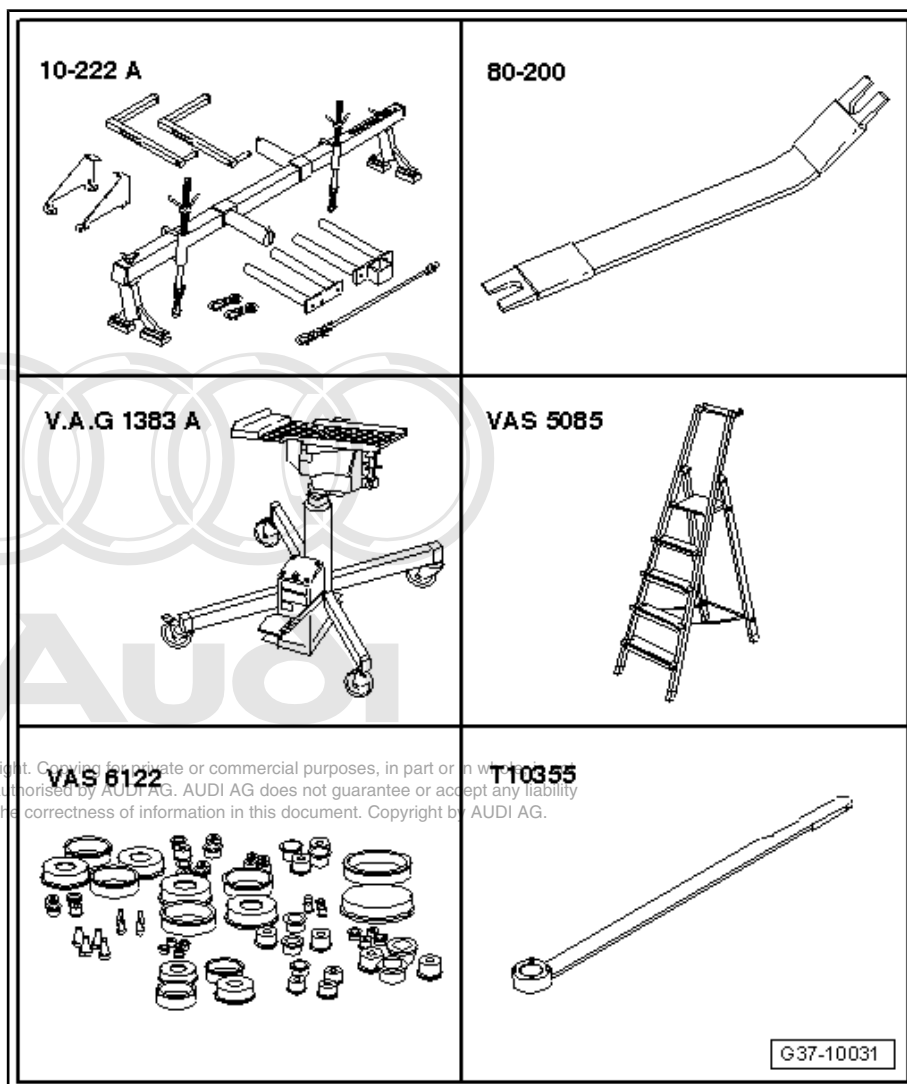
⇒ [“2.1.6 Removing gearbox - vehicles with 3.0 ltr. TDI engine”, page 83](#)

2.1.1 Removing gearbox, vehicles with 1.8 ltr. and 2.0 ltr. TFSI engine



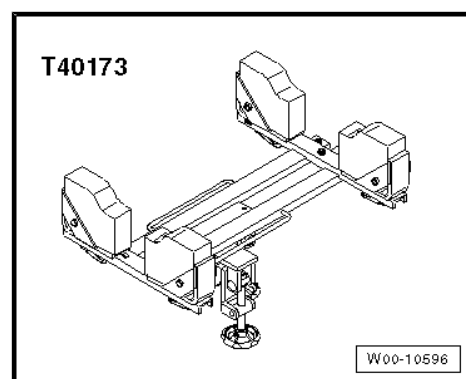
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Special tools and workshop equipment required



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- ◆ Support bracket - 10 - 222 A-
- ◆ Removal lever - 80 - 200-
- ◆ Engine and gearbox jack - V.A.G 1383 A-
- ◆ Stepladder - VAS 5085-
- ◆ Engine bung set - VAS 6122-
- ◆ Counterhold tool - T10355-
- ◆ Gearbox support - T40173-



Procedure

- Bring front wheels into straight-ahead position.

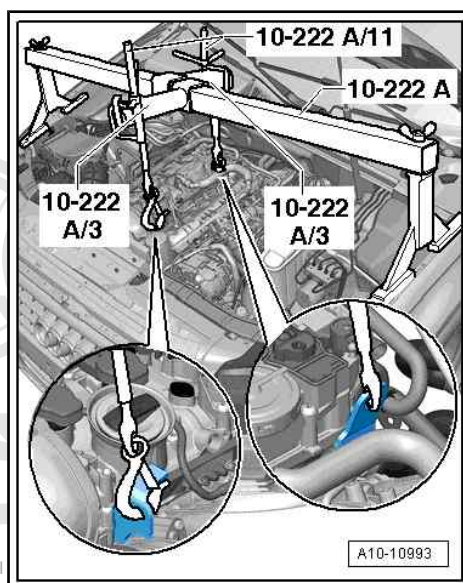
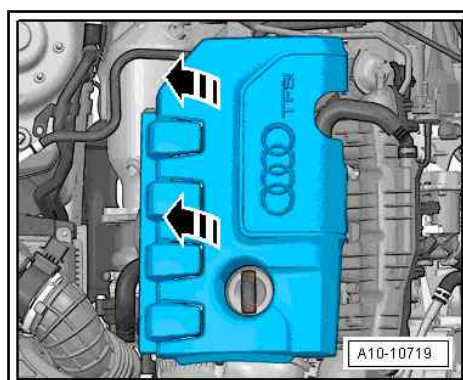
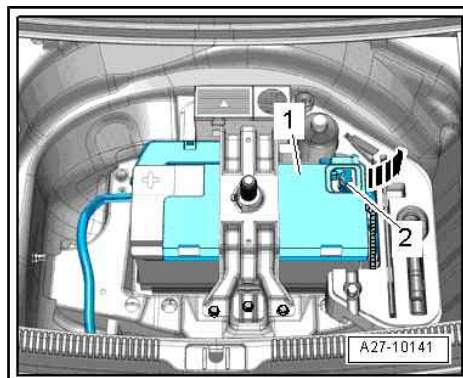


Caution

When disconnecting the battery there is a risk of irreparable damage to electronic components.

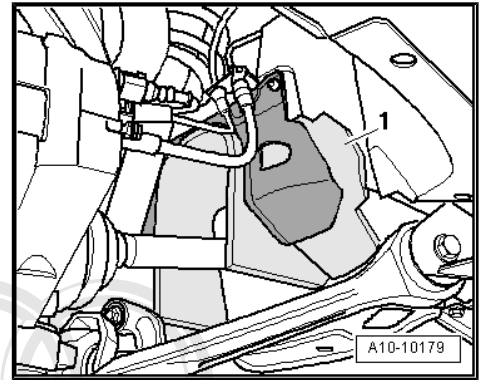
- ◆ *Observe notes on procedure for disconnecting the battery.*

- Disconnect earth wire -2- from battery terminal ⇒ Electrical system; Rep. gr. 27 ; Battery; Disconnecting and connecting battery .
- Carefully detach engine cover panel from retaining studs in direction of -arrow-. Do not jerk the cover panel away, and do not try to pull on one side only.
- Set up support bracket - 10 - 222 A- with adapter - 10 - 222 A /3- on suspension turrets (left and right), as shown in illustration.
- Hook spindle - 10 - 222 A /11- onto engine lifting eyes.

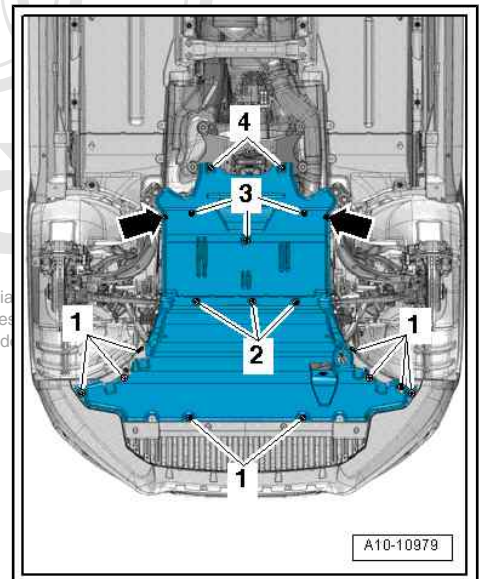


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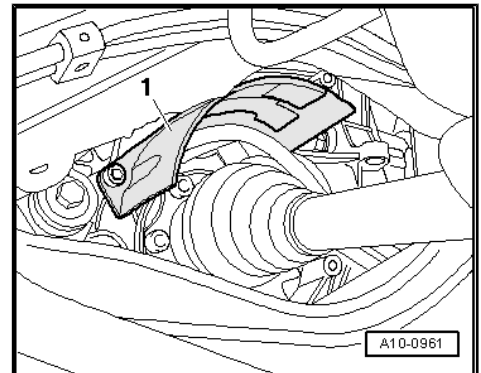
- Remove cover -1- for drive shaft from wheel housing (both sides).



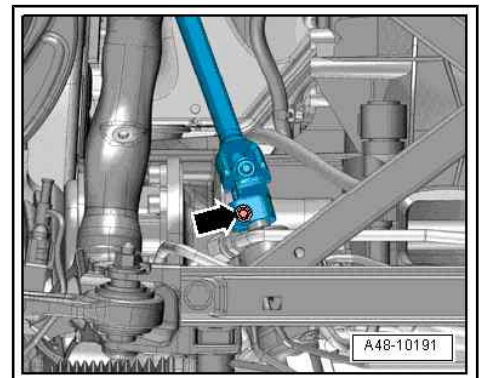
- Remove noise insulation ⇒ General body repairs, exterior; Rep. gr. 66 ; Noise insulation; Removing and installing noise insulation .



- Remove bolts and detach heat shield -1- for drive shaft (right-side).
- Unbolt drive shafts (left and right) from flange shafts on gear-box.



- Detach intermediate steering shaft from steering rack and telescope shaft upwards ⇒ Running gear, axles, steering; Rep. gr. 48 ; Steering column; Exploded view - steering column .



Caution

Risk of damage to parts of the running gear.

- ◆ **Do not let the vehicle down on the wheels if the gearbox mounting, steering rack or subframe cross brace are not properly installed.**

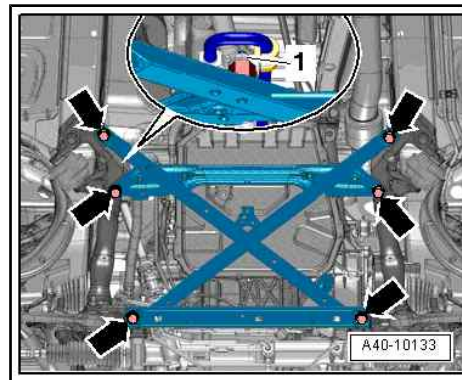


A4 (all models), A5 Coupé, A5 Sportback:

- Remove subframe cross brace ⇒ Running gear, axles, steering; Rep. gr. 40 ; Subframe; Removing and installing subframe cross brace .

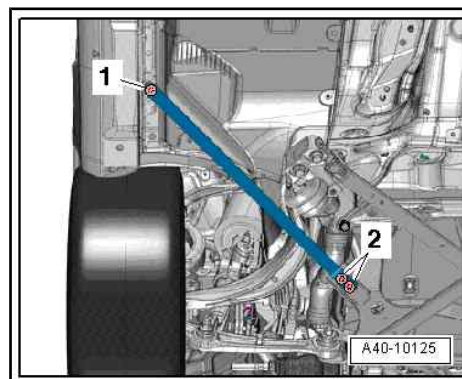


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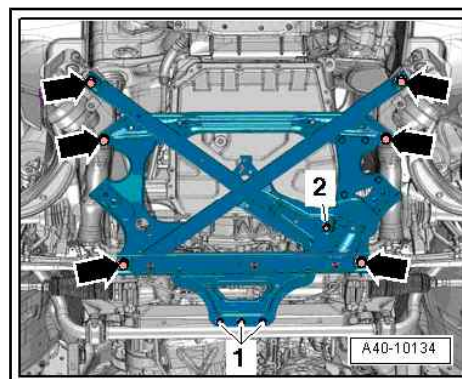


A5 Cabriolet:

- Remove bolts -1- and -2- (left and right) and detach diagonal strut.

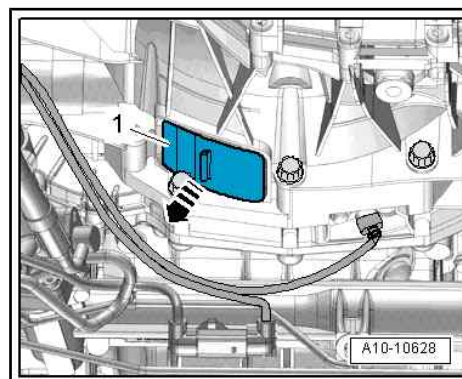


- Remove subframe cross brace ⇒ Running gear, axles, steering; Rep. gr. 40 ; Subframe; Removing and installing subframe cross brace .



Continued for all vehicles:

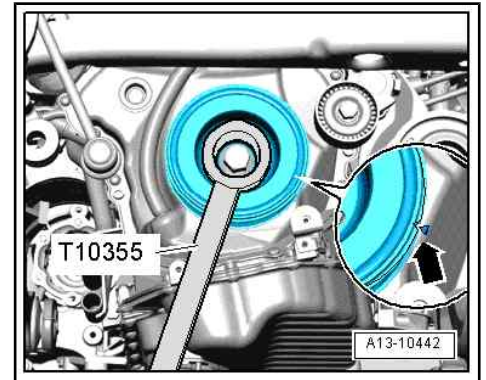
- Pull cover -1- off bottom of gearbox -arrow-.



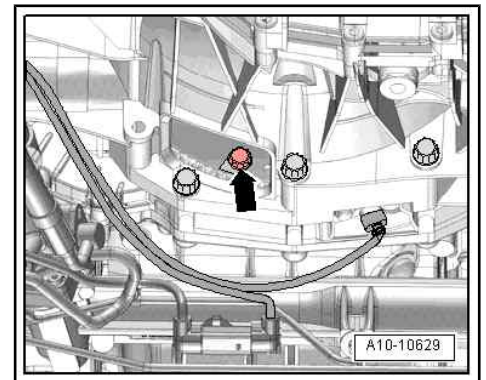
- To slacken bolts for flywheel, counterhold crankshaft with counterhold tool - T10355- at vibration damper.

 Note

-Arrow- can be disregarded.



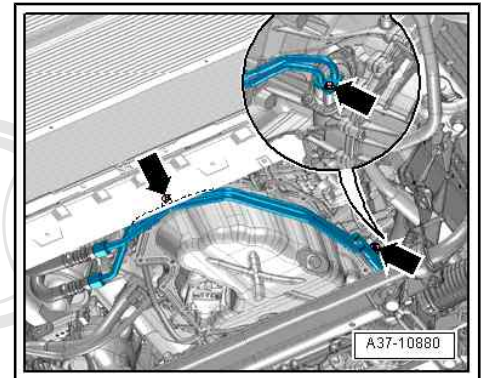
- Remove 3 bolts -arrow- for flywheel (turn crankshaft 120° in direction of engine rotation each time).



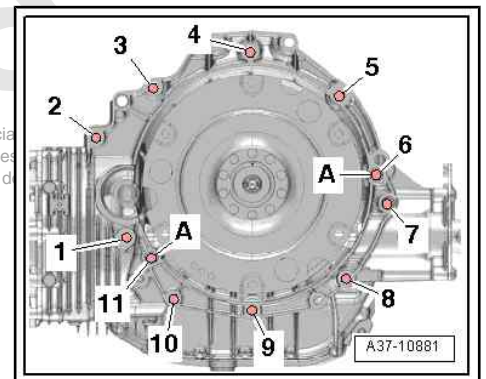
 Note

Place a cloth below the connection to catch escaping ATF.

- Unscrew bolts -arrows- and detach ATF lines from gearbox.
- Seal off open lines and connections with clean plugs from engine bung set - VAS 6122- .



- Remove engine/gearbox securing bolts -8 ... 11-.



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- Use removal lever - 80 - 200- to press ball socket -1- on selector lever cable off gearbox selector lever.
- Remove bolts -2- for cable support bracket.
- Move selector lever cable clear.



Note

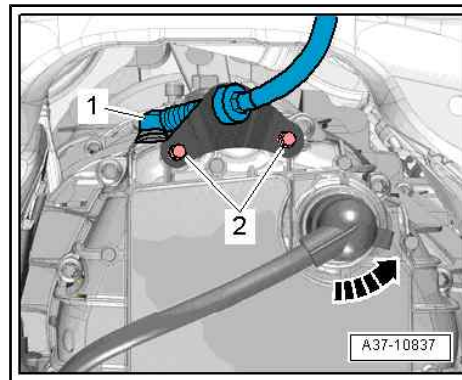
Do not bend or kink the selector lever cable.



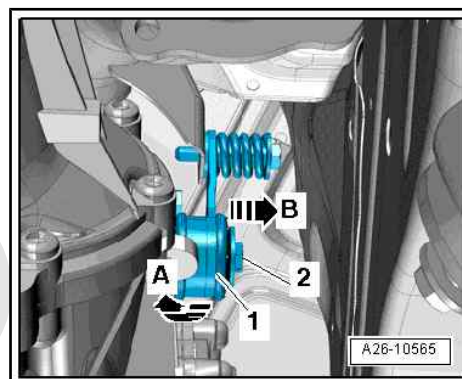
Caution

The gearbox control unit (mechatronic unit) can be irreparably damaged by electrostatic discharge.

- ◆ *Before handling electrical connectors, mechanic must discharge static. To do so, touch vehicle earth, heater radiator, or lifting platform, with your hand.*
- ◆ *Do not touch contact pins in gearbox connector with bare hands.*

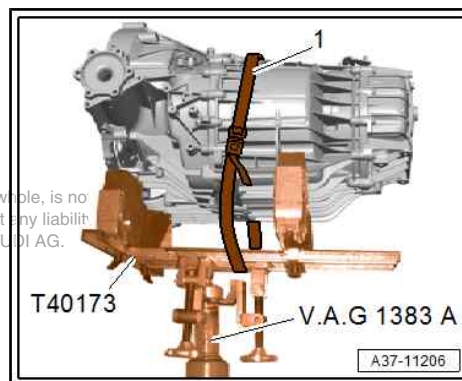


- Turn fastener anti-clockwise -arrow- and unplug electrical connector on gearbox.
- Remove bolt -2-.
- Push retainer -1- in direction of -arrow B- and pivot to the rear -arrow A-.

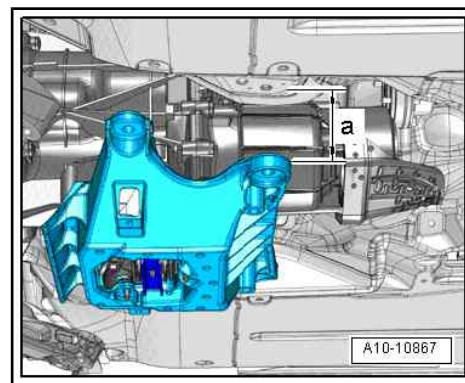


- Position engine and gearbox jack - V.A.G 1383 A- with gearbox support - T40173- underneath gearbox and secure with tensioning strap -1- as shown in illustration.
- Remove tunnel cross member
⇒ ["3.2 Removing and installing tunnel cross member", page 118](#).

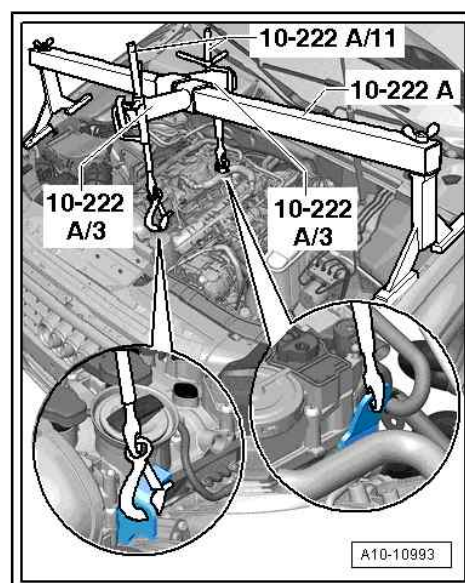
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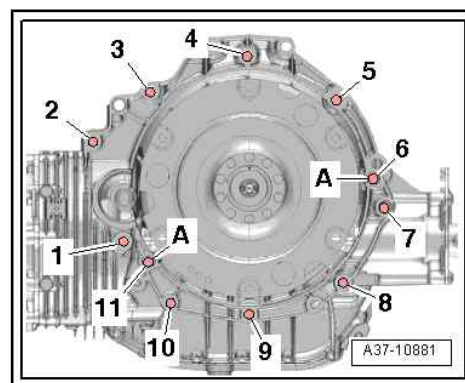
- Lower gearbox initially by dimension -a- using engine and gearbox jack - V.A.G 1383 A- .
- Dimension -a- = 60 mm



- Apply light tension to both spindles - 10 - 222 A /11- .



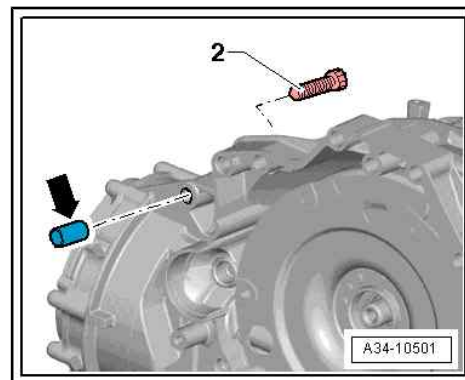
- Unscrew remaining bolts -1 ... 7- securing engine to gearbox.



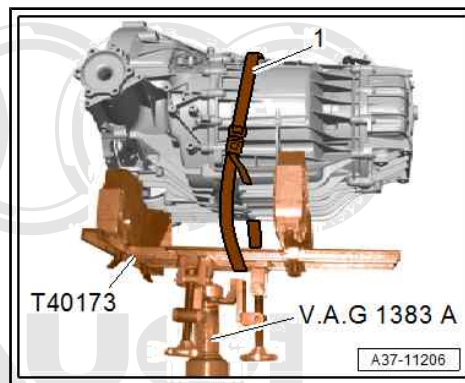
Note

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- ◆ Bolt -2- secures the starter to the gearbox and has an additional spacer sleeve -arrow-.
- ◆ The spacer sleeve must be fitted between the starter and the gearbox.
- Detach starter from gearbox but do not remove starter.



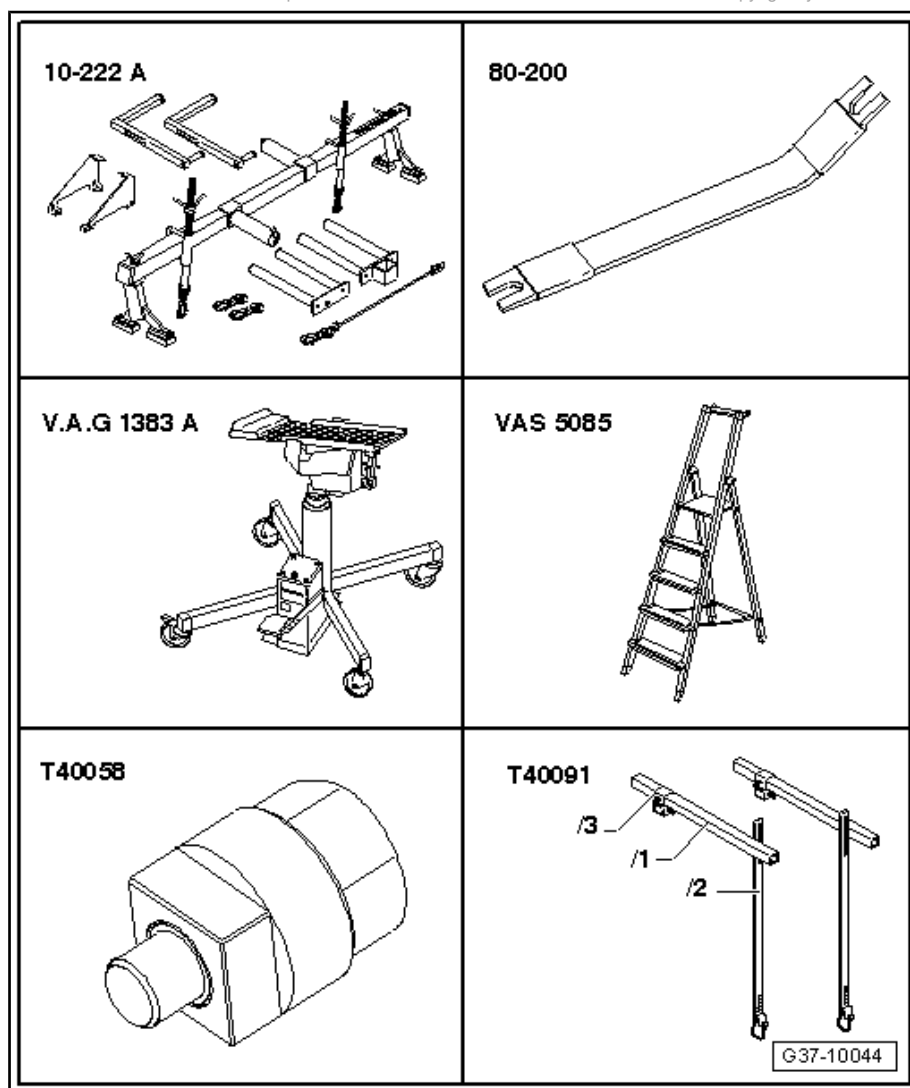
- Detach gearbox from engine and lower carefully using engine and gearbox jack - V.A.G 1383 A- .



2.1.2 Removing gearbox - vehicles with 3.2 ltr. FSI engine

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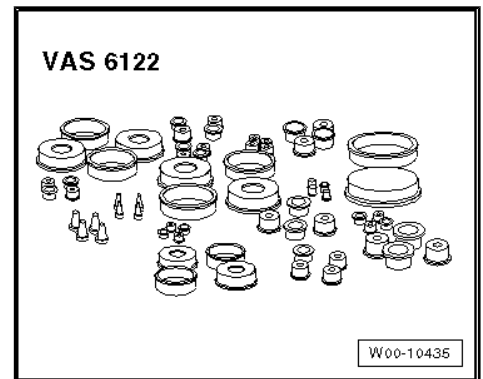
Special tools and workshop equipment required



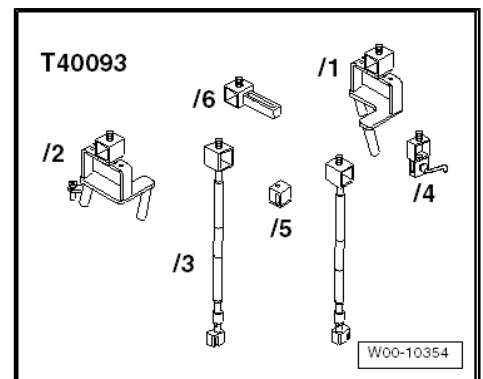
- ◆ Support bracket - 10 - 222 A-
- ◆ Removal lever - 80 - 200-
- ◆ Engine and gearbox jack - V.A.G 1383 A-
- ◆ Stepladder - VAS 5085-
- ◆ Adapter - T40058-

◆ Engine support (basic set) - T40091-

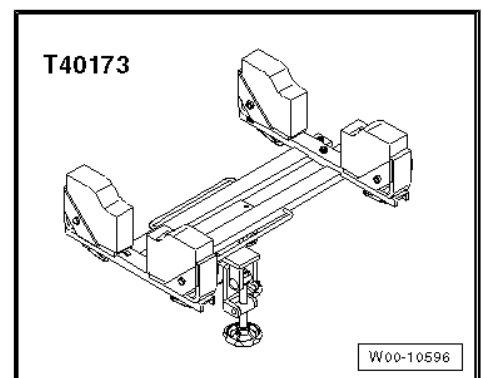
◆ Engine bung set - VAS 6122-



◆ Engine support bracket (supplementary set) - T40093-



◆ Gearbox support - T40173-



Procedure

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– Bring front wheels into straight-ahead position.

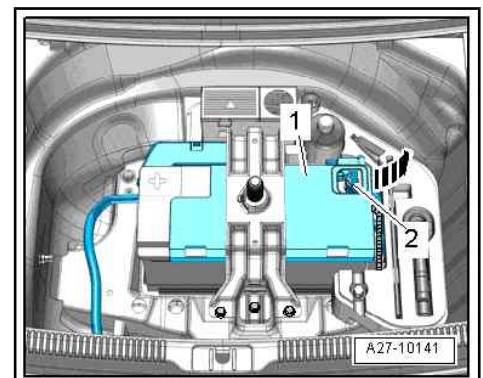


Caution

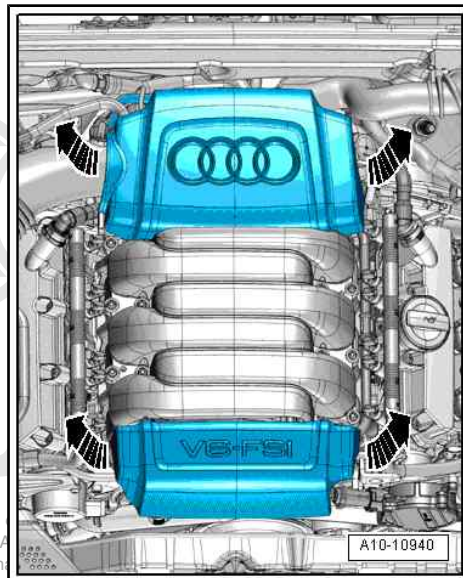
When disconnecting the battery there is a risk of irreparable damage to electronic components.

◆ Observe notes on procedure for disconnecting the battery.

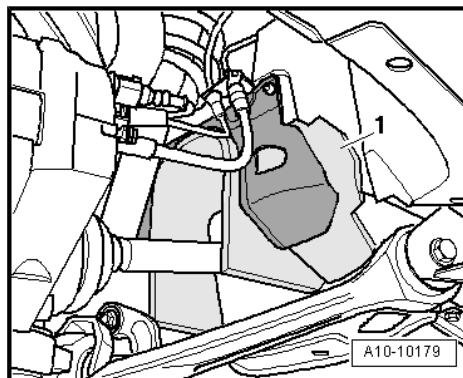
– Disconnect earth wire -2- from battery terminal ⇒ Electrical system; Rep. gr. 27 ; Battery; Disconnecting and connecting battery .



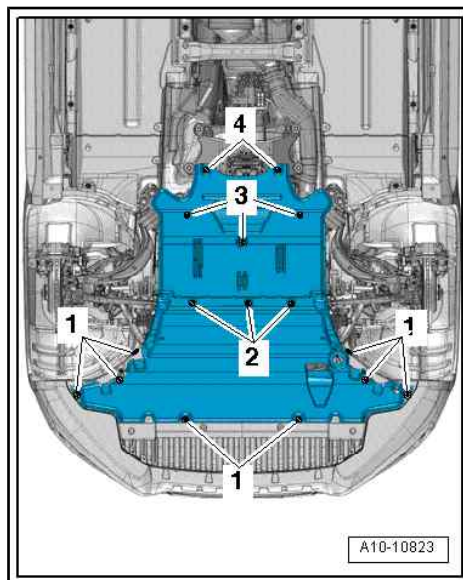
- Remove engine cover panel (rear) -top arrows-.



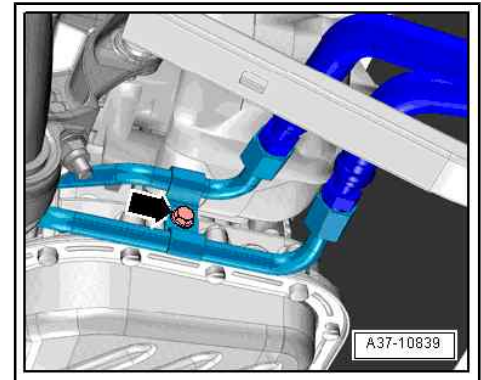
- Remove cover -1- for drive shaft from wheel housing (both sides).



- Remove noise insulation ⇒ General body repairs, exterior; Rep. gr. 66 ; Noise insulation; Removing and installing noise insulation .
- Remove front silencers (left and right) ⇒ Rep. gr. 26 ; Exhaust pipes/silencers; Removing and installing front silencer .



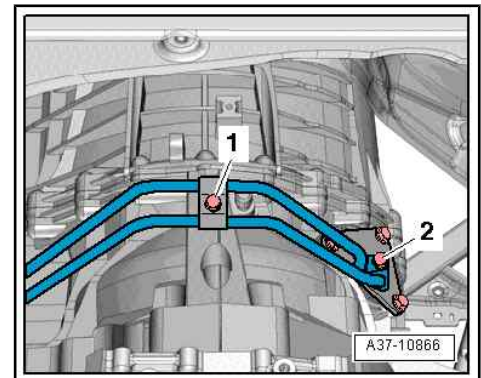
- Remove bolt -arrow- for ATF lines.
- Remove plenum chamber partition panel ➤ General body repairs, exterior; Rep. gr. 50 ; Bulkhead; Exploded view - plenum chamber partition panel .



Note

Place a cloth below the connection to catch escaping ATF.

- Remove bolts -1- and -2-, detach ATF lines from gearbox and tie up ATF lines.
- Seal off open lines and connections with clean plugs from engine bung set - VAS 6122- .

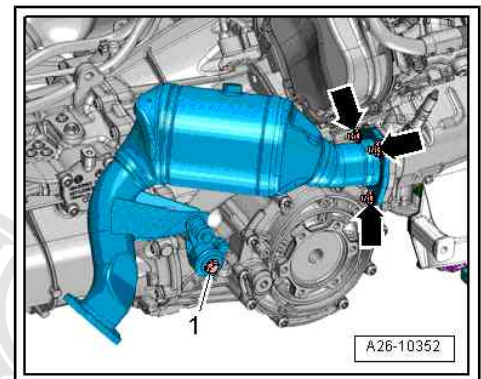


- Remove nuts -arrows- and bolt -1- and press catalytic converter (right-side) to right side of vehicle.

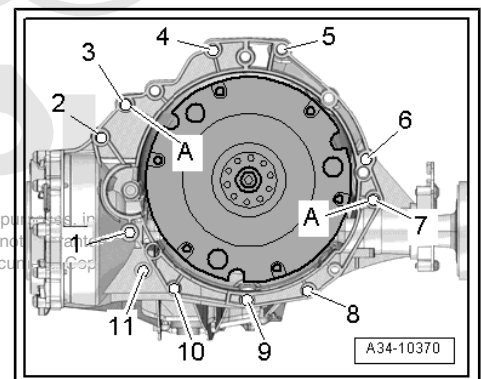


Note

For illustration purposes, the installation position is shown with the engine removed.

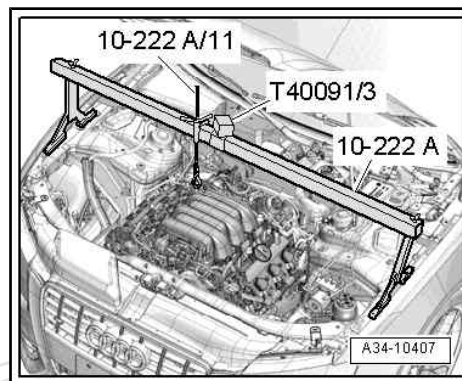


- Remove bolts -2 ... 5- securing gearbox to engine (accessible from above).
- Secure catalytic converter (right-side) loosely to exhaust manifold again with a nut to prevent it from dropping.

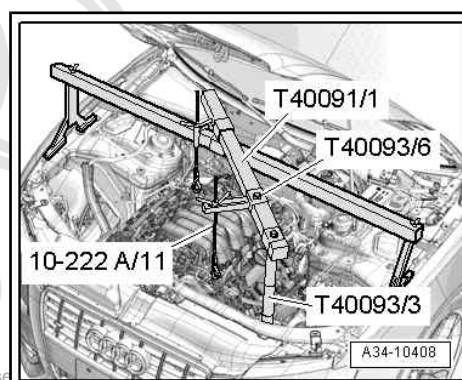


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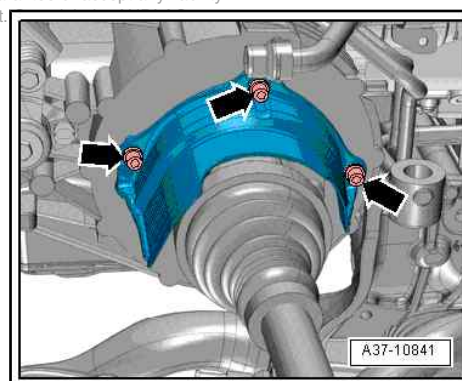
- Set up support bracket - 10 - 222 A- with connecting piece - T40091/3- on suspension turrets (left and right), as shown in illustration.
- Hook spindle - 10 - 222 A /11- onto engine lifting eye (right-side).



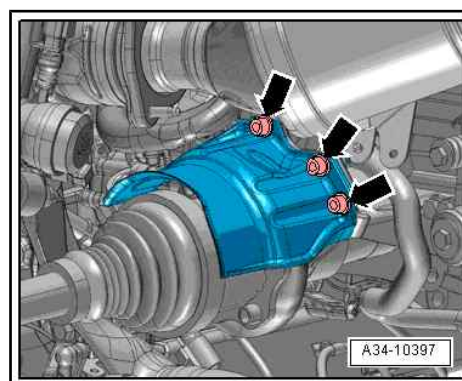
- Attach remaining parts of support bracket - 10 - 222 A- as shown in illustration. Set up support -T40093/3- on metal flange of longitudinal member.
- Hook spindle - 10 - 222 A /11- onto engine lifting eye (front left) and take up weight of engine.



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



- Remove bolts -arrows- and detach heat shield for drive shaft (left-side).
- Unbolt drive shafts (left and right) from flange shafts on gear-box.



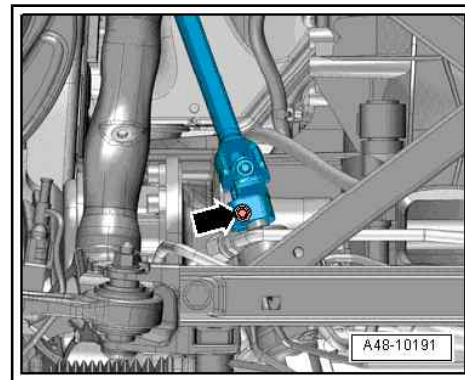
- Detach intermediate steering shaft from steering rack and telescope shaft upwards ⇒ Running gear, axles, steering; Rep. gr. 48 ; Steering column; Exploded view - steering column .



Caution

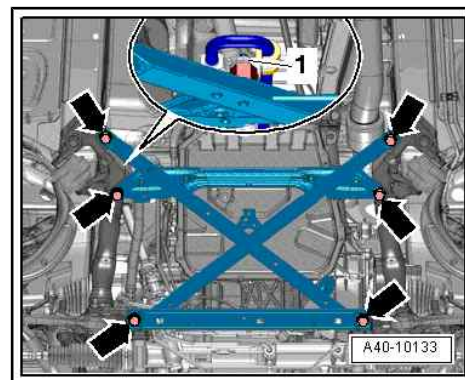
Risk of damage to parts of the running gear.

- ◆ *Do not let the vehicle down on the wheels if the gearbox mounting, steering rack or subframe cross brace are not properly installed.*



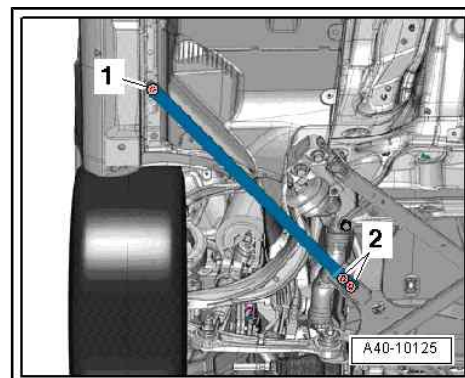
A4 (all models), A5 Coupé, A5 Sportback:

- Remove subframe cross brace ⇒ Running gear, axles, steering; Rep. gr. 40 ; Subframe; Removing and installing subframe cross brace .



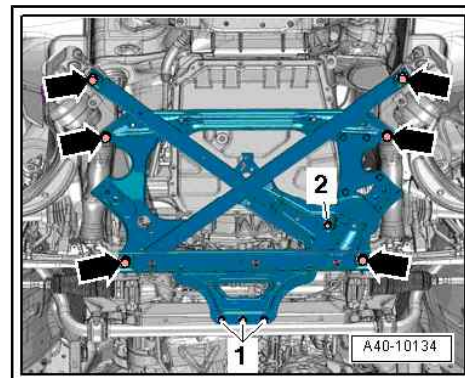
A5 Cabriolet:

- Remove bolts -1- and -2- (left and right) and detach diagonal strut.



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- Remove subframe cross brace ⇒ Running gear, axles, steering; Rep. gr. 40 ; Subframe; Removing and installing subframe cross brace .



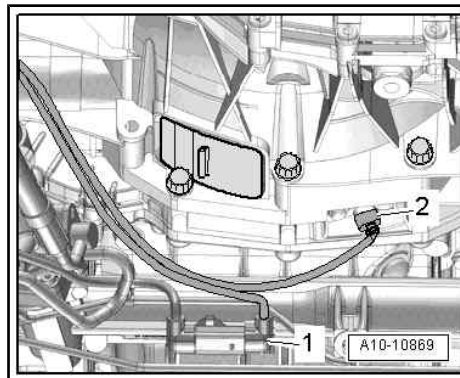
Continued for all vehicles:

- Unplug electrical connector -2- for engine speed sender - G28- and move wiring clear.

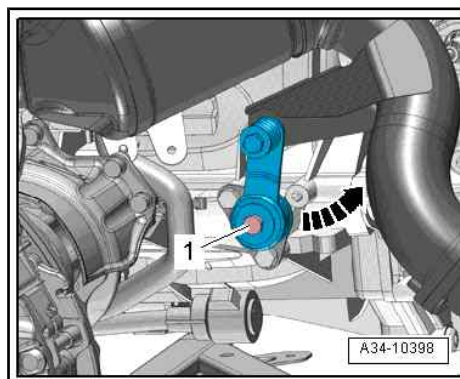


Note

Disregard -item 1-.



- Remove bolt -1-, press retainer off gearbox and swivel back towards rear -arrow-.

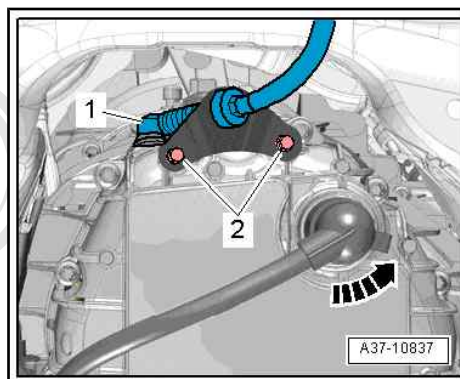


- Use removal lever - 80 - 200- to press ball socket -1- on selector lever cable off gearbox selector lever.
- Remove bolts -2- for cable support bracket.
- Move selector lever cable clear.



Note

Do not bend or kink the selector lever cable.



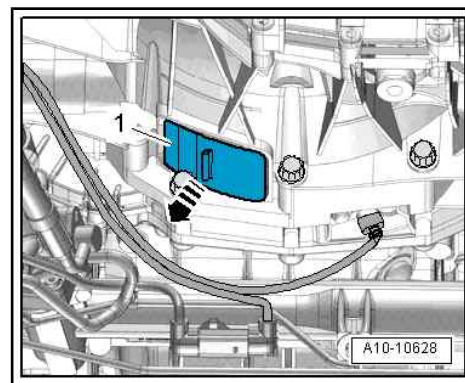
Caution

The gearbox control unit (mechatronic unit) can be irreparably damaged by electrostatic discharge.

- ◆ **Before handling electrical connectors, mechanic must discharge static. To do so, touch vehicle earth, heater radiator, or lifting platform, with your hand.**
- ◆ **Do not touch contact pins in gearbox connector with bare hands.**

- Turn fastener anti-clockwise -arrow- and unplug electrical connector on gearbox.

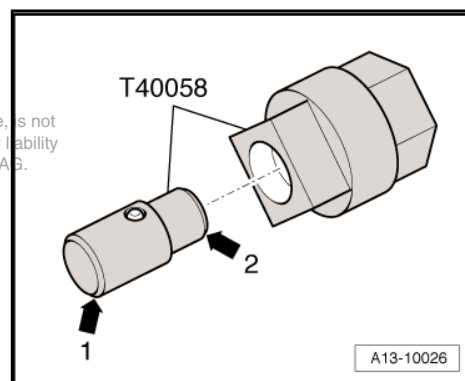
- Pull cover -1- off bottom of gearbox -arrow-.



- Insert guide stud of adapter -T40058- as follows:

- The larger diameter -arrow 1- faces engine.
- The smaller diameter -arrow 2- faces adapter.

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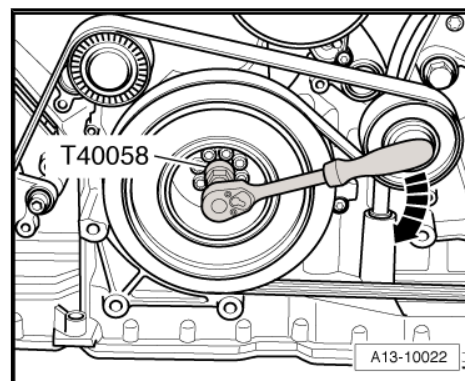


- To slacken bolts for flywheel, counterhold crankshaft with adapter - T40058- at vibration damper.

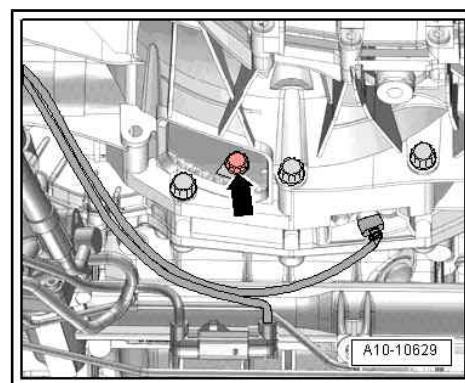


Note

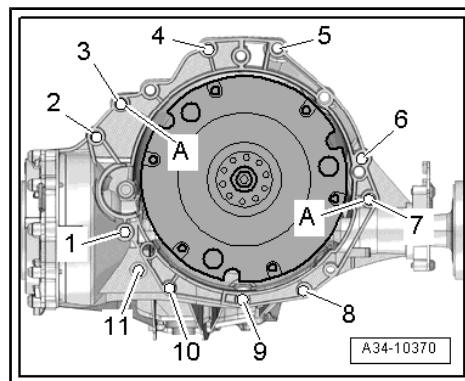
When you then turn the crankshaft, only turn crankshaft in direction of engine rotation -arrow-.



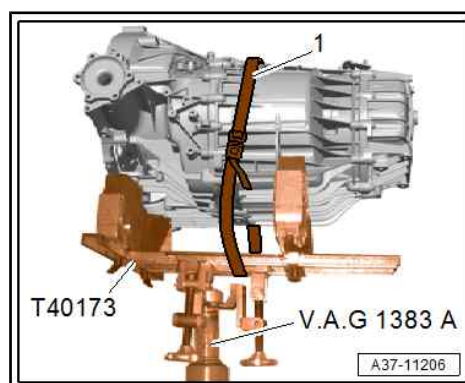
- Remove 6 bolts -arrow- for flywheel (turn crankshaft 60° in direction of engine rotation each time).



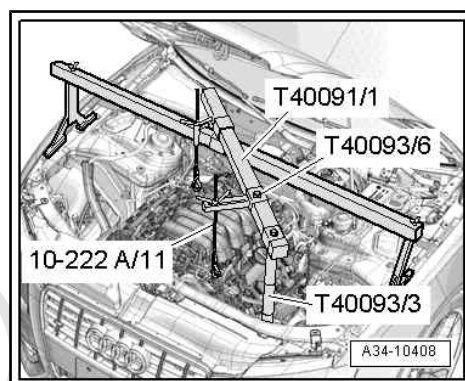
- Remove bolt -1- for starter.
- Detach starter from gearbox but do not remove starter.
- Unscrew remaining bolts -6 ... 11- securing engine to gearbox.



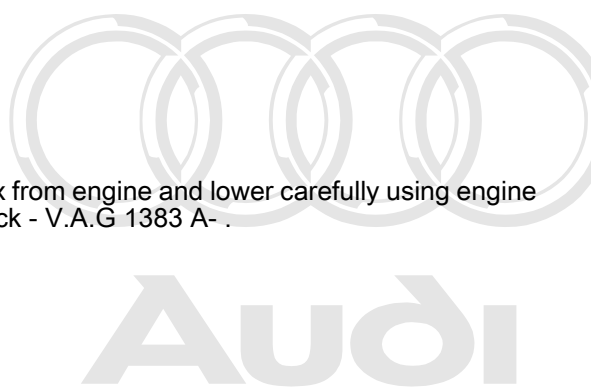
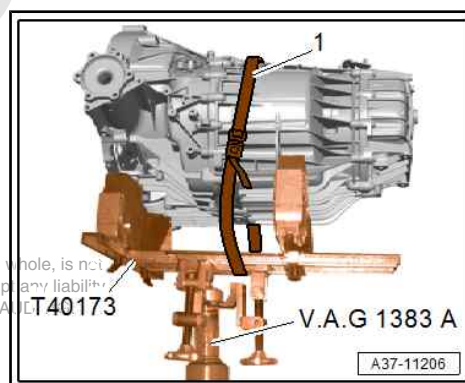
- Position engine and gearbox jack - V.A.G 1383 A- with gearbox support - T40173- underneath gearbox and secure with tensioning strap -1- as shown in illustration.
- Remove tunnel cross member
⇒ ["3.2 Removing and installing tunnel cross member", page 118](#).



- Apply light tension to both spindles - 10 - 222 A /11- .



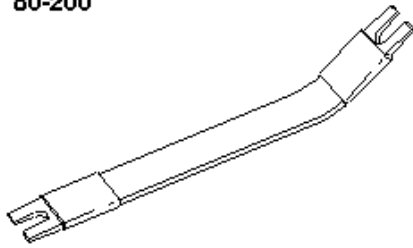
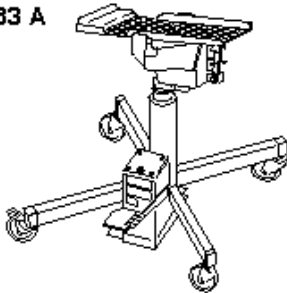
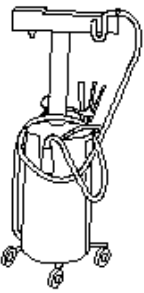
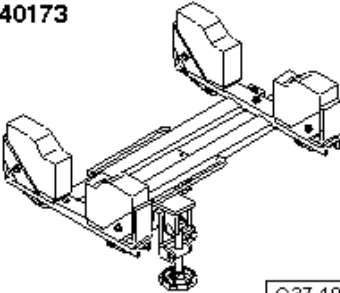
- Detach gearbox from engine and lower carefully using engine and gearbox jack - V.A.G 1383 A- .



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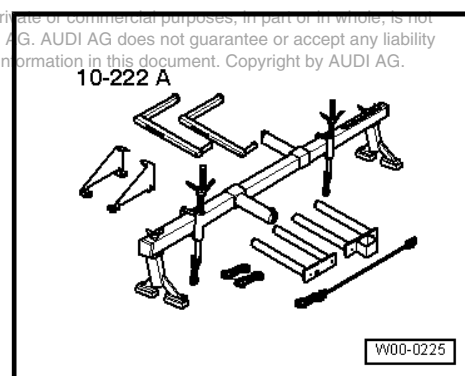
2.1.3 Removing gearbox - vehicles with 2.0 ltr. TDI engine (PR TH3, TM4)

Special tools and workshop equipment required

80-200 	V.A.G 1383 A 
V.A.G 1782 	VAS 5085 
VAS 6122 	T40173  G37-10035

- ◆ Removal lever - 80 - 200-
- ◆ Engine and gearbox jack - V.A.G 1383 A-
- ◆ Used oil collection and extraction unit - VAS 6622- , or alternatively -V.A.G 1782-
- ◆ Stepladder - VAS 5085-
- ◆ Engine bung set - VAS 6122-
- ◆ Gearbox support - T40173-
- ◆ Support bracket - 10 - 222 A-

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Procedure

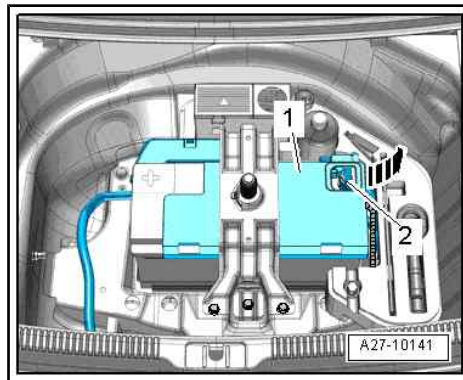
- Bring front wheels into straight-ahead position.



Caution

When disconnecting the battery there is a risk of irreparable damage to electronic components.

- ◆ *Observe notes on procedure for disconnecting the battery.*



- Disconnect earth wire -2- from battery terminal ⇒ Electrical system; Rep. gr. 27 ; Battery; Disconnecting and connecting battery .



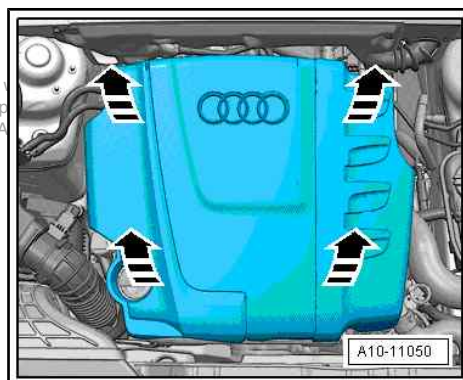
Caution

Risk of damage to the engine cover panel.

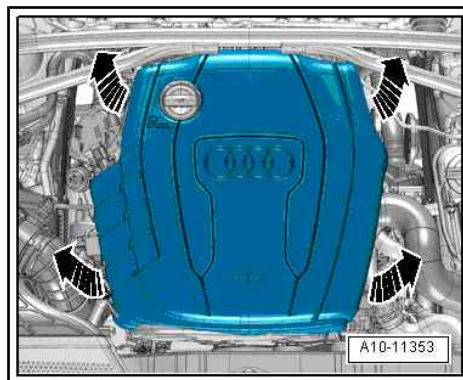
- ◆ *Do not jerk engine cover panel away, and do not try to pull on one side only.*

- Generation I engine: Carefully detach engine cover panel from retaining studs one by one in direction of -arrows-.

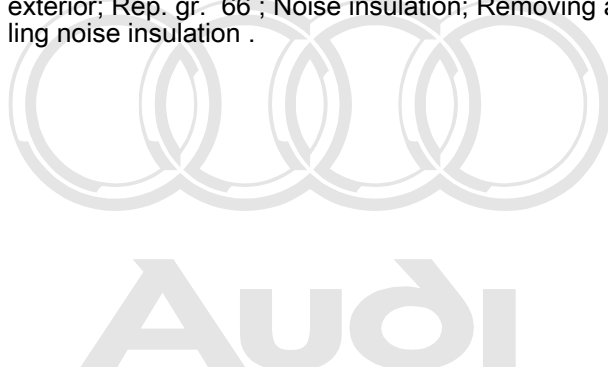
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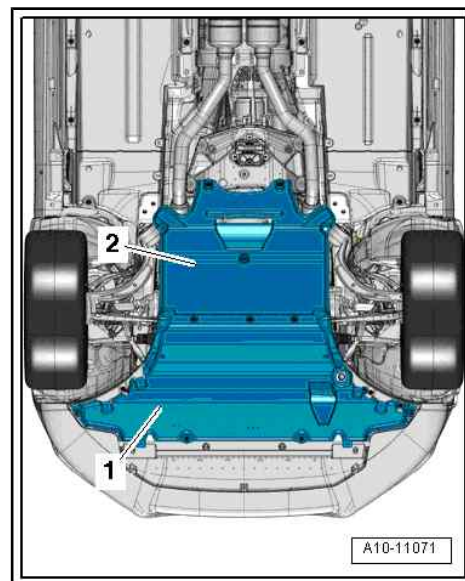
- Generation II engine: Carefully detach engine cover panel from retaining studs one by one in direction of -arrows-.



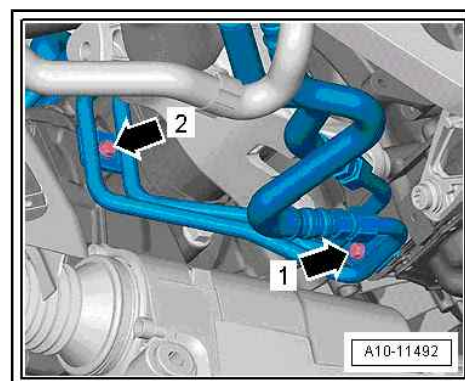
- Remove noise insulation -1- and -2- ⇒ General body repairs, exterior; Rep. gr. 66 ; Noise insulation; Removing and installing noise insulation .



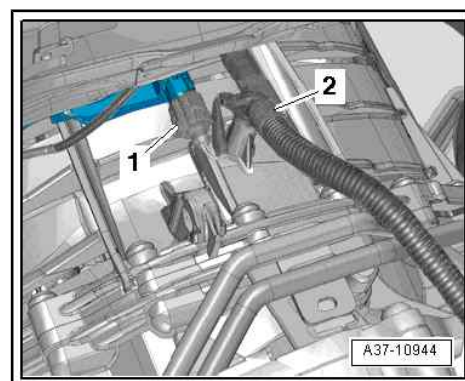
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- Remove bolts securing ATF line to engine -1- and gearbox -2-.
- Remove plenum chamber partition panel ⇒ General body repairs, exterior; Rep. gr. 50 ; Bulkhead; Exploded view - plenum chamber partition panel .



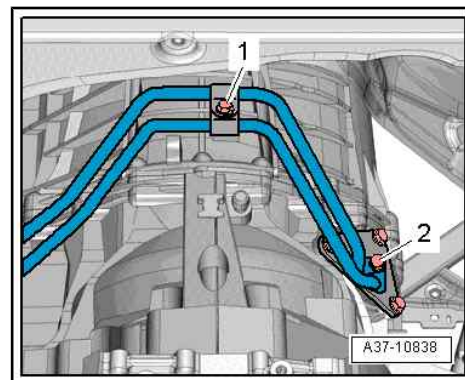
- Remove electrical connector -1- from bracket and move clear wiring harness -2- using removal lever - 80 - 200- .



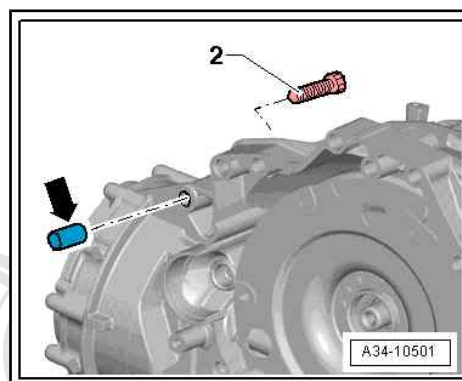
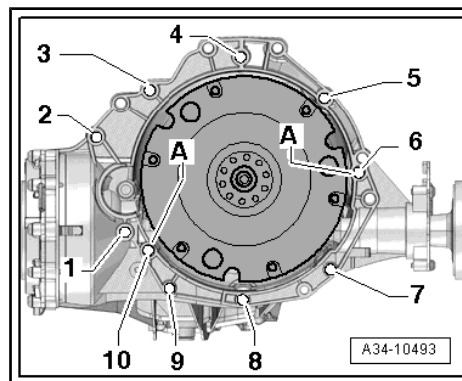
Note

Place a cloth below the connection to catch escaping ATF.

- Remove bolts -1- and -2-, detach ATF lines from gearbox and tie up.
- Seal off open lines and connections with clean plugs from engine bung set - VAS 6122- .

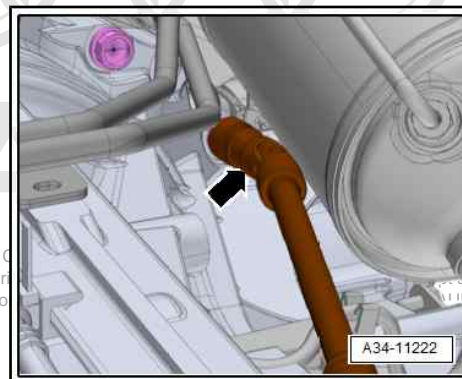


- Remove bolts -2 ... 5- securing gearbox to engine (accessible from above).

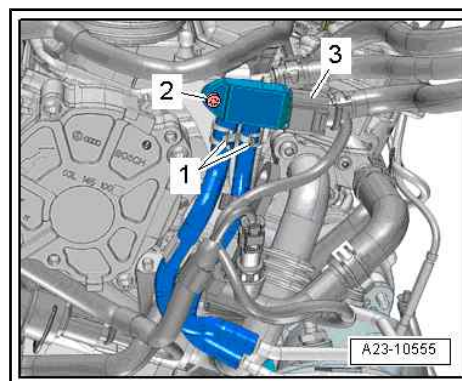


Note

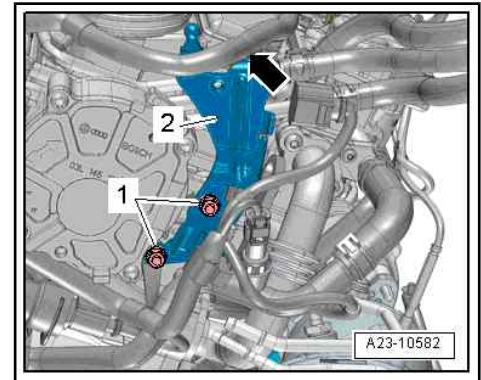
- ◆ Bolts -3- and -5- also secure bracket for pipes and/or wiring. Tie bracket to engine.
- ◆ Bolt -2- secures the starter to the gearbox and has an additional spacer sleeve -arrow-.
- ◆ Bolt "item 2" in previous illustration can be accessed using an articulated socket wrench -arrow-.



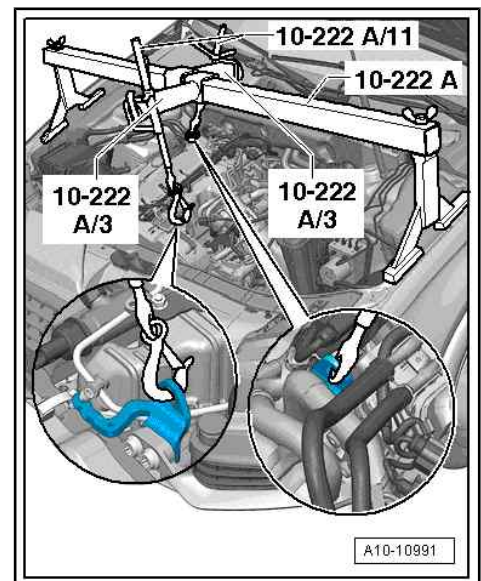
- Unplug electrical connector -3-.
- Remove bolt -2- and move hoses -1- clear at bracket.
- Move pressure differential sender - G505- to rear.



- Move electrical wiring harness -arrow- clear.
- Remove nuts -1- and detach bracket -2-.



- Set up support bracket - 10 - 222 A- on suspension turrets (left and right), as shown in illustration.
- Hook spindles -10 - 222 A /11- onto engine lifting eyes.
- Partly take up weight of engine with spindles.



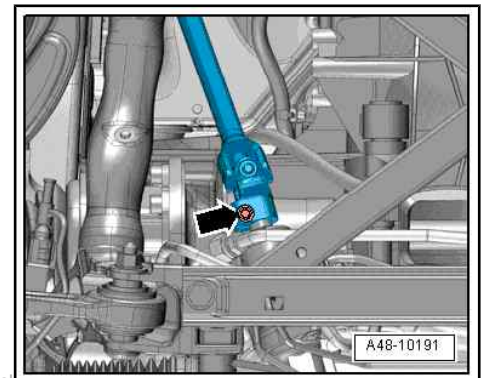
- Detach intermediate steering shaft from steering rack and telescope shaft upwards ⇒ Running gear, axles, steering; Rep. gr. 48 ; Steering column; Exploded view - steering column .



Caution

Risk of damage to parts of the running gear.

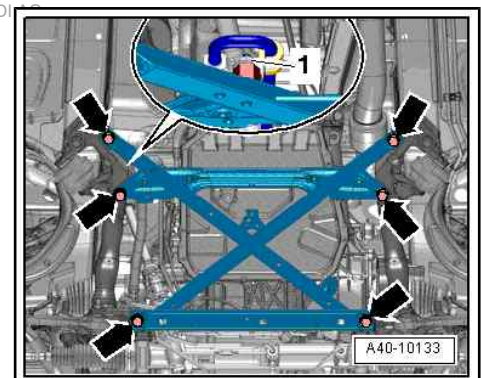
- ◆ **Do not let the vehicle down on the wheels if the gearbox mounting, steering rack or subframe cross brace are not properly installed.**



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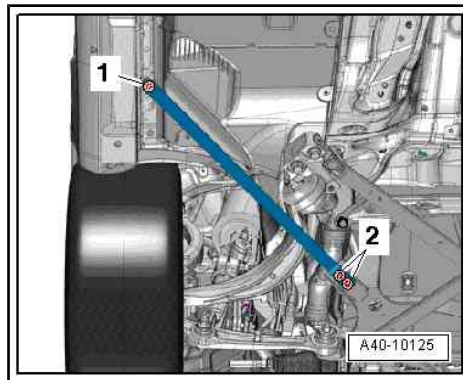
A4 (all models), A5 Coupé, A5 Sportback:

- Remove subframe cross brace ⇒ Running gear, axles, steering; Rep. gr. 40 ; Subframe; Removing and installing subframe cross brace .



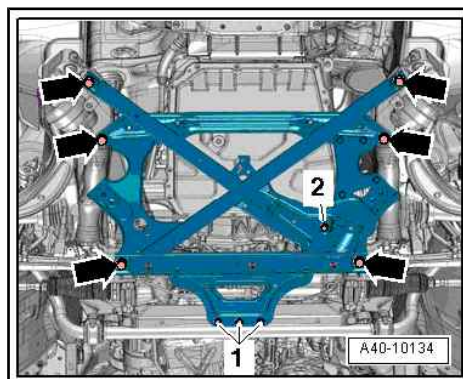
A5 Cabriolet:

- Remove bolts -1- and -2- (left and right) and detach diagonal strut.



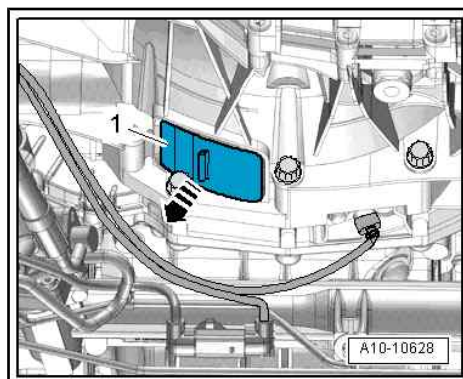
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- Remove subframe cross brace ⇒ Running gear, axles, steering; Rep. gr. 40 ; Subframe; Removing and installing subframe cross brace .



Continued for all vehicles:

- Pull cover -1- off bottom of gearbox -arrow-.

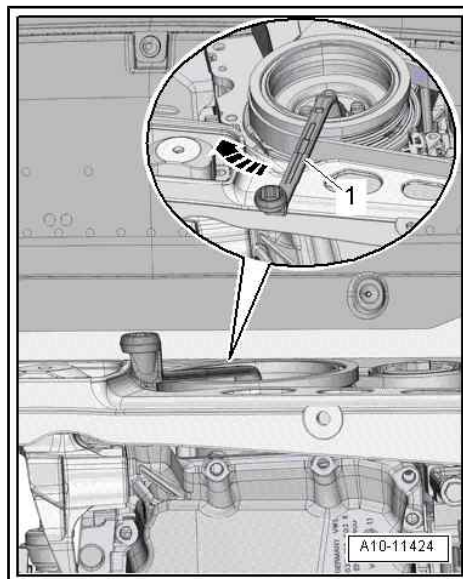


- Remove cap from vibration damper.
- To slacken bolts for flywheel, counterhold crankshaft with angled ring spanner -1- at vibration damper.

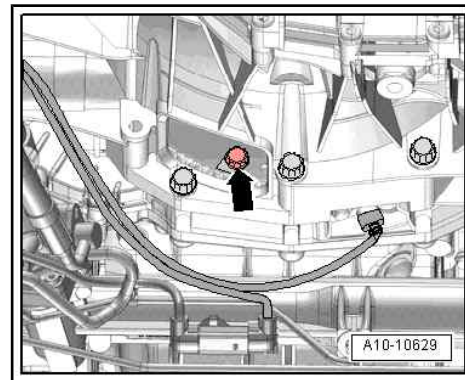


Note

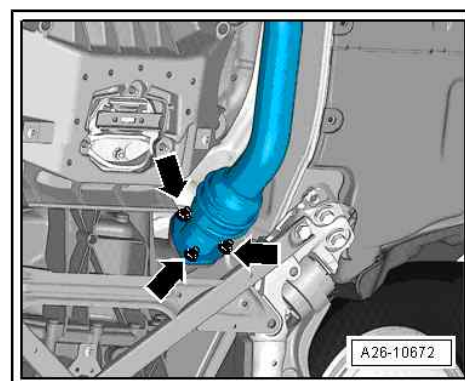
When you then turn the crankshaft, turn only in direction of engine rotation -arrow-.



- Remove 3 bolts -arrow- for flywheel (turn crankshaft 120° in direction of engine rotation each time).



- Remove front exhaust pipe ⇒ Rep. gr. 26 ; Exhaust pipes/ silencers; Exploded view - silencers .



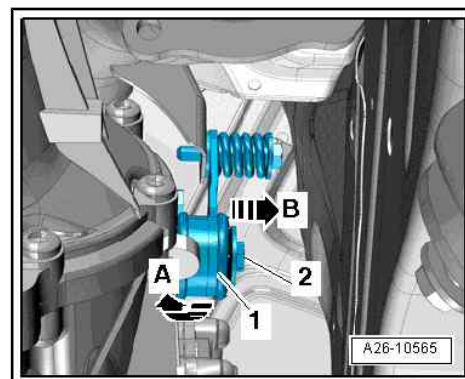
- Remove bolt -2- for retainer.
- Push retainer -1- in direction of -arrow B- and pivot to the rear -arrow A-.

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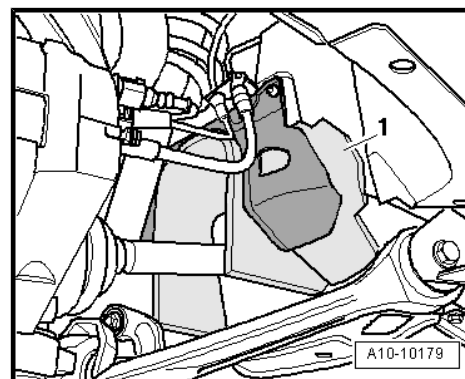


Note

The particulate filter remains installed.



- Remove cover -1- for drive shaft from wheel housing (both sides).



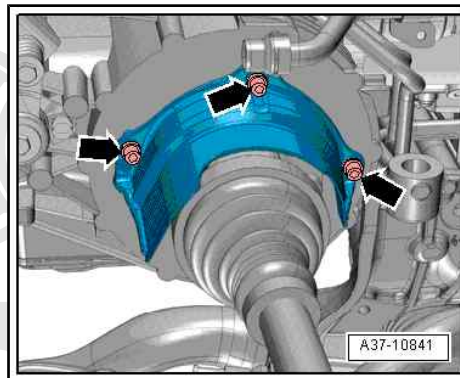
- Remove bolts -arrows- and detach heat shield for drive shaft (right-side).



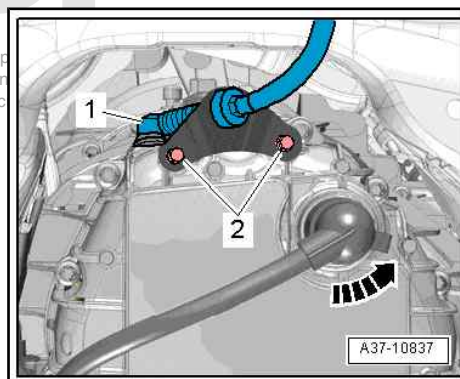
Note

The installation position is shown with the gearbox removed.

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



- Use removal lever - 80 - 200- to press ball socket -1- on selector lever cable off gearbox selector lever.
- Remove bolts -2- for cable support bracket.
- Move selector lever cable clear.



Note

Do not bend or kink the selector lever cable.



Caution

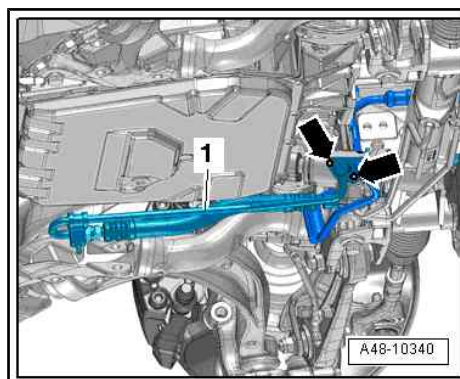
The gearbox control unit (mechatronic unit) can be irreparably damaged by electrostatic discharge.

- ◆ **Before handling electrical connectors, mechanic must discharge static. To do so, touch vehicle earth, heater radiator, or lifting platform, with your hand.**
- ◆ **Do not touch contact pins in gearbox connector with bare hands.**

- Turn fastener anti-clockwise -arrow- and unplug electrical connector on gearbox.

Vehicles with hydraulic power-assisted steering:

- Place used oil collection and extraction unit - VAS 6622- below connection.
- Remove bolts -arrows-, detach hydraulic line -1- from steering rack and place to one side.
- Seal off open lines and connections with clean plugs from engine bung set - VAS 6122- .



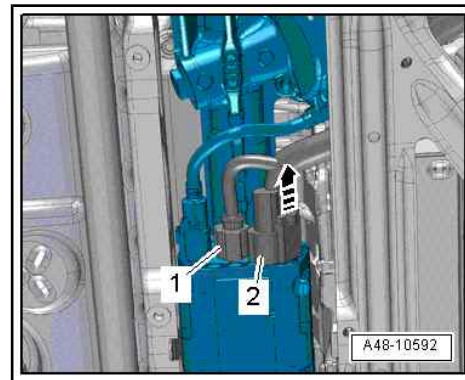
Vehicles with electromechanical power-assisted steering:

- Unplug electrical connector -2- from power steering control unit - J500- (to do so, release retainer -arrow- and press down release catch).
- Move electrical wiring harness clear.



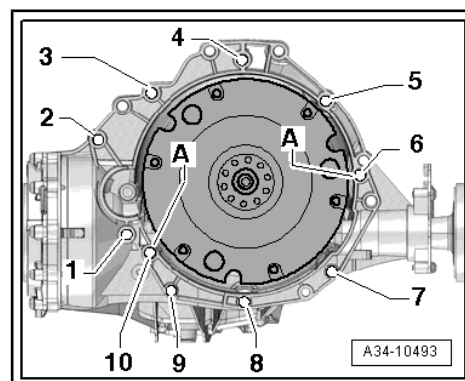
Note

Disregard -item 1-.

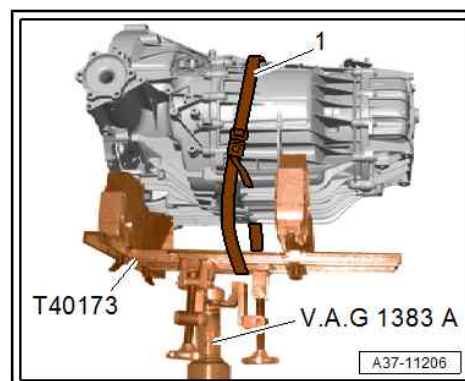


Continued for all vehicles:

- Remove bolt -1- for starter.
- Detach starter from gearbox but do not remove starter.
- Unscrew remaining bolts -6 ... 10- securing engine to gearbox.



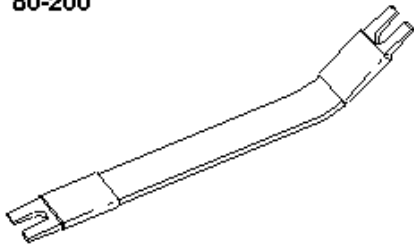
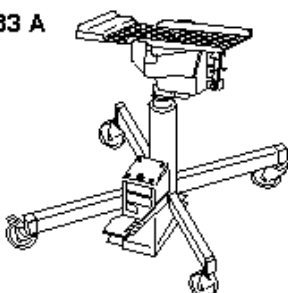
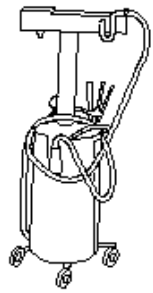
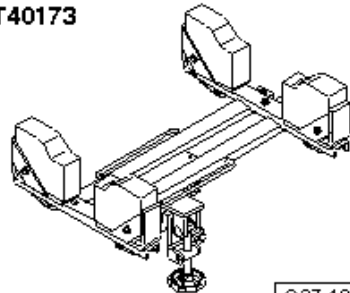
- Position engine and gearbox jack - V.A.G 1383 A- with gearbox support - T40173- underneath gearbox and secure with tensioning strap -1- as shown in illustration.
- Remove tunnel cross member
⇒ ["3.2 Removing and installing tunnel cross member", page 118](#) .
- Detach gearbox from engine and lower carefully using engine and gearbox jack - V.A.G 1383 A- .



2.1.4 Removing gearbox - vehicles with 2.0 ltr. TDI engine (PR TD1)

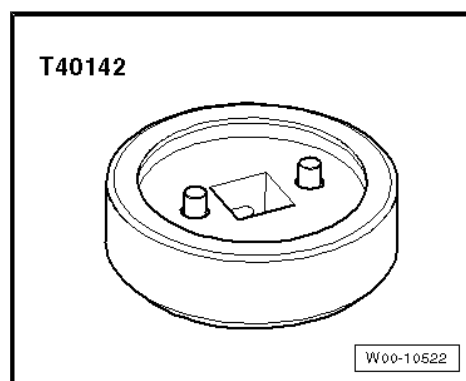
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Special tools and workshop equipment required

80-200 	V.A.G 1383 A 
V.A.G 1782 	VAS 5085 
VAS 6122 	T40173  G37-10035

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- ◆ Removal lever - 80 - 200-
- ◆ Engine and gearbox jack - V.A.G 1383 A-
- ◆ Used oil collection and extraction unit - VAS 6622- , or alternatively -V.A.G 1782-
- ◆ Stepladder - VAS 5085-
- ◆ Engine bung set - VAS 6122-
- ◆ Gearbox support - T40173-
- ◆ Piston compressing tool - T40142-



Procedure

- Bring front wheels into straight-ahead position.

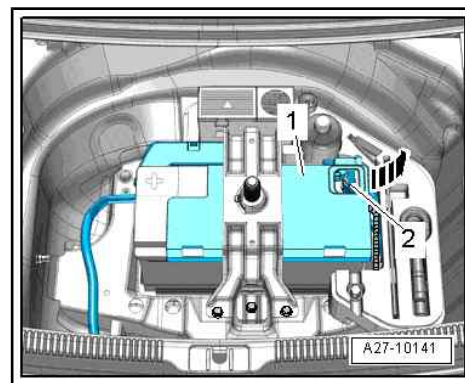


Caution

When disconnecting the battery there is a risk of irreparable damage to electronic components.

- ◆ *Observe notes on procedure for disconnecting the battery.*

- Disconnect earth wire -2- from battery terminal ⇒ Electrical system; Rep. gr. 27 ; Battery; Disconnecting and connecting battery .



Caution

Risk of damage to the engine cover panel.

- ◆ *Do not jerk engine cover panel away, and do not try to pull on one side only.*

- Carefully pull engine cover panel off retaining pins one after another -arrows-. Do not jerk engine cover panel away, and do not try to pull on one side only.
- Remove plenum chamber partition panel ⇒ General body repairs, exterior; Rep. gr. 50 ; Bulkhead; Exploded view - plenum chamber partition panel .



- Unplug electrical connectors -1, 2-.

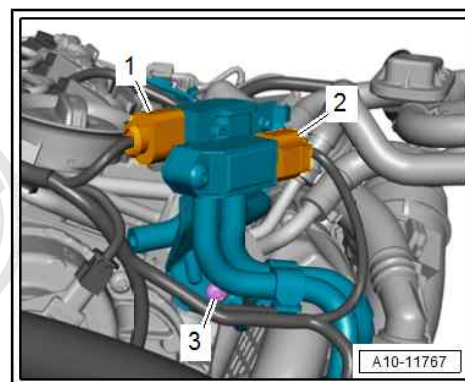


Caution

Risk of irreparable damage to exhaust gas pressure sensor 1 - G450- and pressure differential sender - G505- .

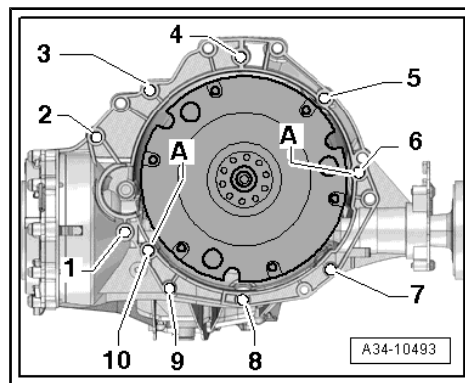
- ◆ *Connections of exhaust gas pressure sensor 1 - G450- and pressure differential sender - G505- can break off if too much pressure is applied.*

- Remove bolt -3- and carefully push bracket with exhaust gas pressure sensor 1 - G450- and pressure differential sender - G505- to the side.



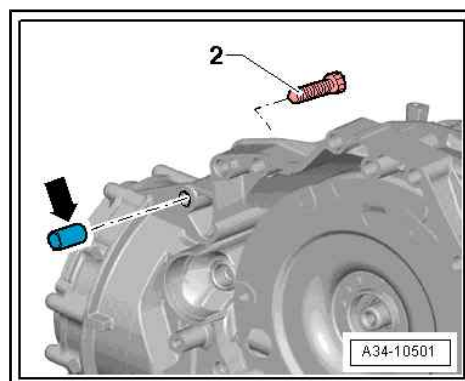
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- Remove bolts -2 ... 5- securing gearbox to engine (accessible from above).

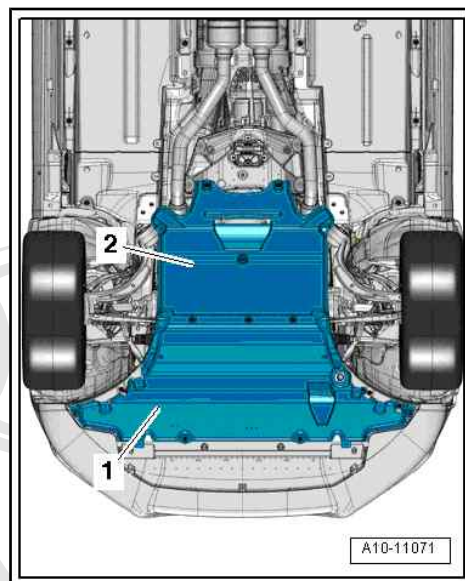


Note

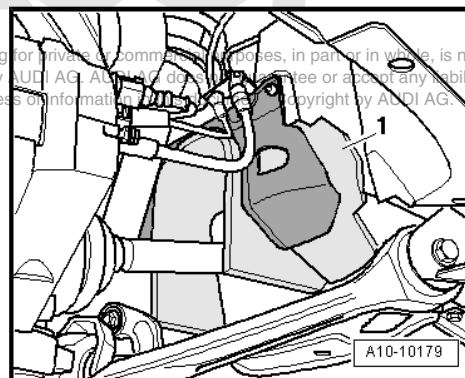
- ◆ Bolt -2- also secures the bracket for wiring.
- ◆ Bolt -2- secures the starter to the gearbox and has an additional spacer sleeve -arrow-.



- Remove noise insulation -1- and -2- ➔ General body repairs, exterior; Rep. gr. 66 ; Noise insulation; Removing and installing noise insulation .

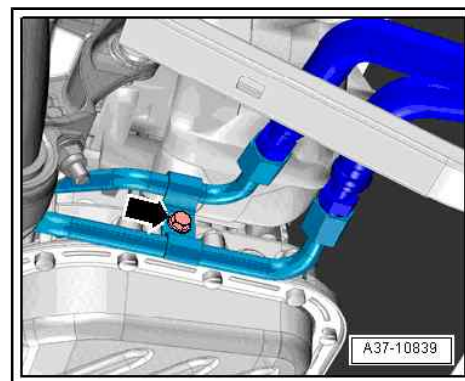


- Remove cover -1- for drive shaft from wheel housing (both sides).



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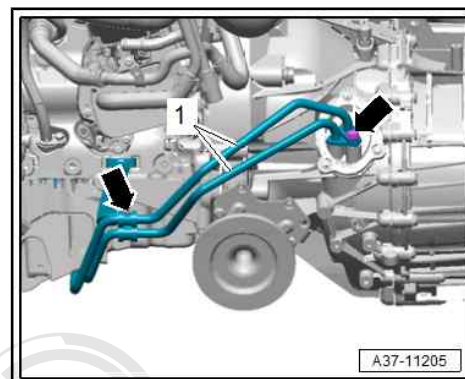
- Remove bolt -arrow- for ATF line.
- Remove subframe cross brace ⇒ Running gear, axles, steering; Rep. gr. 40 ; Subframe; Removing and installing subframe cross brace .



Note

Place a cloth below the connection to catch escaping ATF.

- Unscrew bolts -arrows-, detach ATF lines -1- from gearbox and tie up to one side.
- Seal off open lines and connections with clean plugs from engine bung set - VAS 6122- .



- Detach intermediate steering shaft from steering rack and telescope shaft upwards ⇒ Running gear, axles, steering; Rep. gr. 48 ; Steering column; Exploded view - steering column .

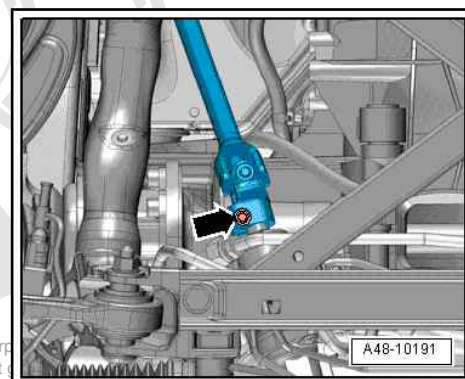


Caution

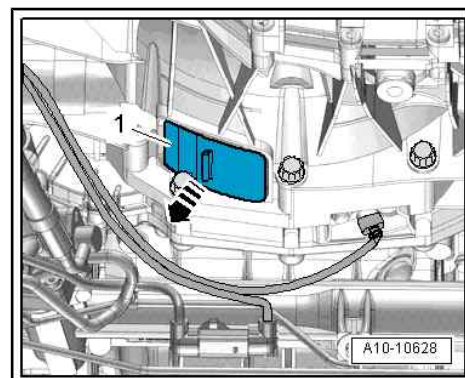
Risk of damage to parts of the running gear.

- ◆ ***Do not let the vehicle down on the wheels if the gearbox mounting, steering rack or subframe cross brace are not properly installed.***

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- Pull cover -1- off bottom of gearbox -arrow-.

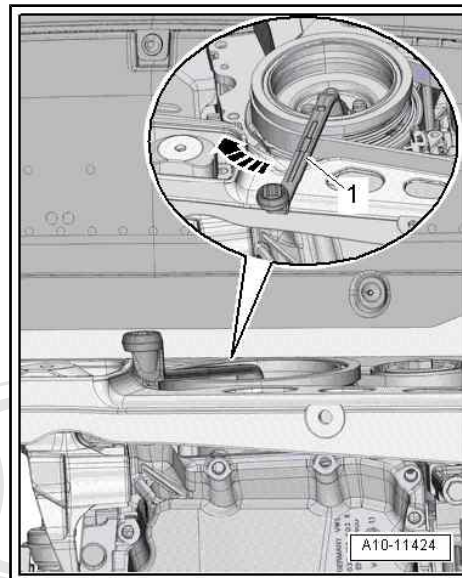


- Remove cap from vibration damper.
- To slacken bolts for flywheel, counterhold crankshaft with angled ring spanner -1- at vibration damper.



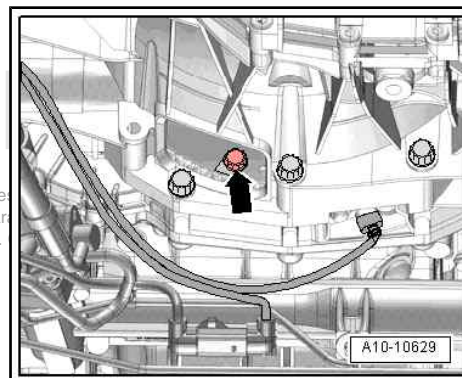
Note

When you then turn the crankshaft, turn only in direction of engine rotation -arrow-.



- Remove 3 bolts -arrow- for flywheel (turn crankshaft 120° in direction of engine rotation each time).

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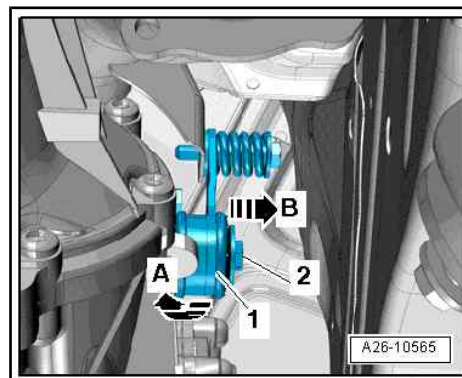


- Remove bolt -2- for retainer.
- Push retainer -1- in direction of -arrow B- and pivot to the rear -arrow A-.



Note

The exhaust pipe remains installed.



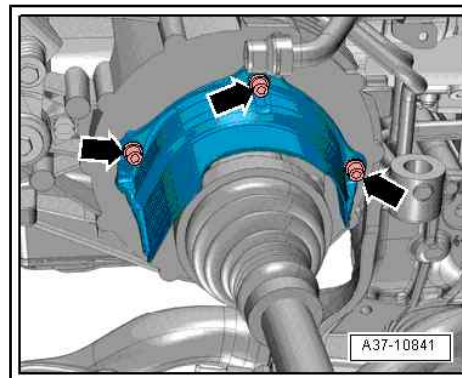
- Remove bolts -arrows- and detach heat shield for drive shaft (right-side).



Note

The installation position is shown with the gearbox removed.

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



- Use removal lever - 80 - 200- to press ball socket -1- on selector lever cable off gearbox selector lever.
- Remove bolts -2- for cable support bracket.
- Move selector lever cable clear.



Note

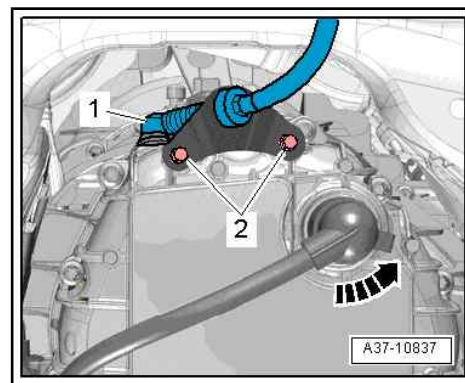
Do not bend or kink the selector lever cable.



Caution

The gearbox control unit (mechatronic unit) can be irreparably damaged by electrostatic discharge.

- ◆ **Before handling electrical connectors, mechanic must discharge static. To do so, touch vehicle earth, heater radiator, or lifting platform, with your hand.**
- ◆ **Do not touch contact pins in gearbox connector with bare hands.**



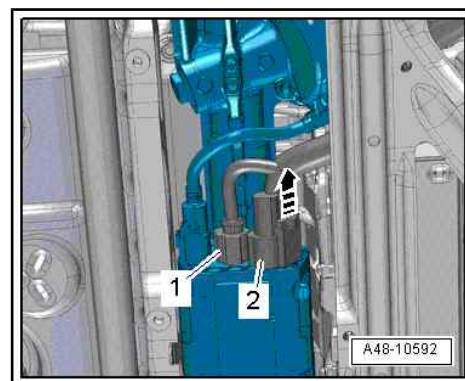
- Unplug electrical connector -arrow- at gearbox.
- Unplug electrical connector -2- from power steering control unit - J500- (to do so, release retainer -arrow- and press down release catch).
- Move electrical wiring harness clear.

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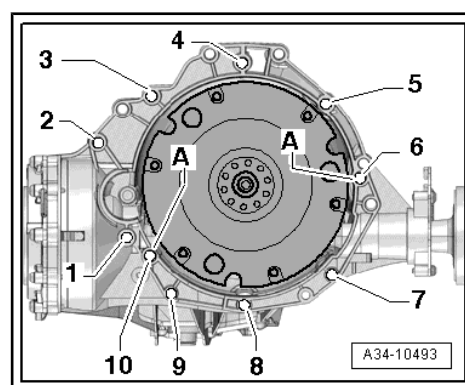


Note

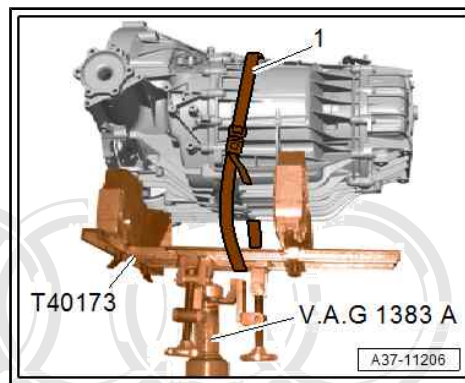
Disregard -item 1-.



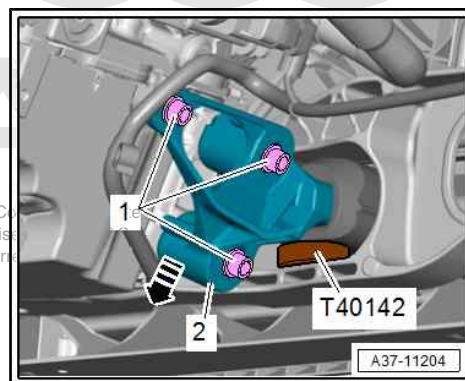
- Remove bolt -1- for starter.
- Detach starter from gearbox but do not remove starter.
- Unscrew remaining bolts -6 ... 10- securing engine to gearbox.



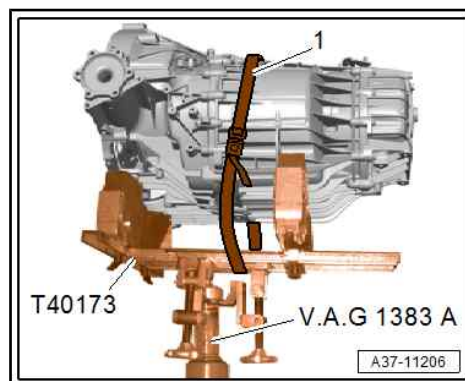
- Position engine and gearbox jack - V.A.G 1383 A- with gearbox support - T40173- underneath gearbox and secure with tensioning strap -1- as shown in illustration.
- Remove tunnel cross member
⇒ ["3.2 Removing and installing tunnel cross member", page 118](#) .



- Loosen bolt -1- for torque reaction support -2-.
- Lower gearbox using engine and gearbox jack - V.A.G 1383 A- just enough so that torque reaction support is positioned at very bottom of its adjustment range -arrow-.
- Tighten bolts and insert piston compressing tool - T40142- as a spacer, as shown in illustration.

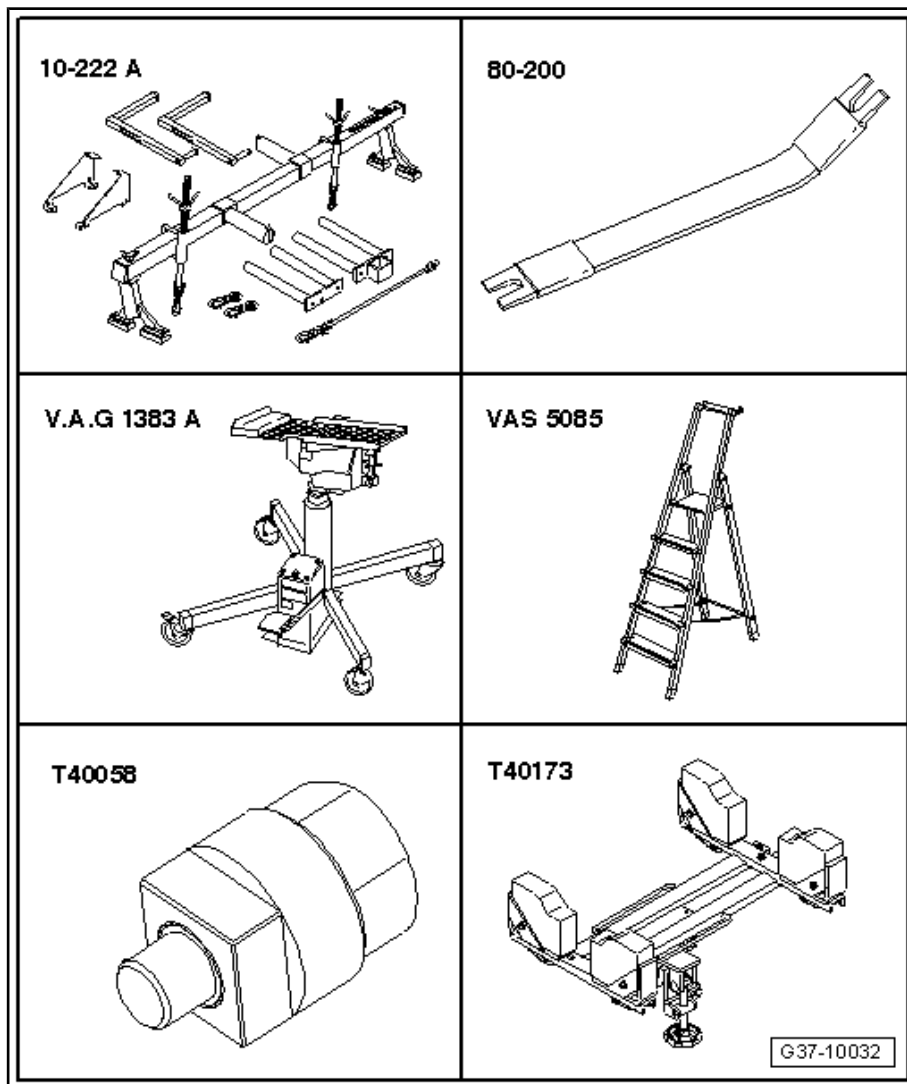


- Detach gearbox from engine and lower carefully using engine and gearbox jack - V.A.G 1383 A- .



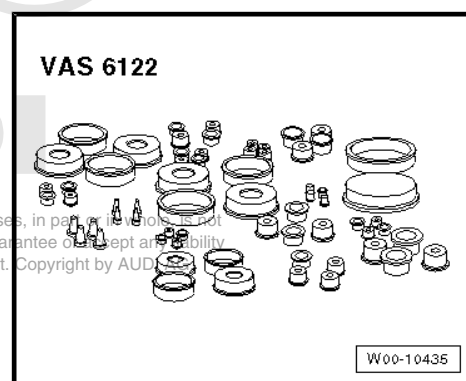
2.1.5 Removing gearbox - vehicles with 2.7 ltr. TDI engine

Special tools and workshop equipment required



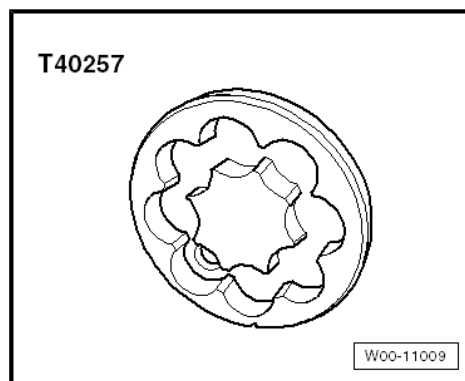
- ◆ Support bracket - 10 - 222 A-
- ◆ Removal lever - 80 - 200-
- ◆ Engine and gearbox jack - V.A.G 1383 A-
- ◆ Stepladder - VAS 5085-
- ◆ Adapter - T40058-
- ◆ Gearbox support - T40173-
- ◆ Engine bung set - VAS 6122-

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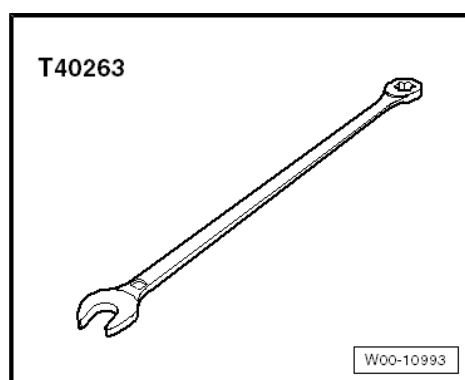




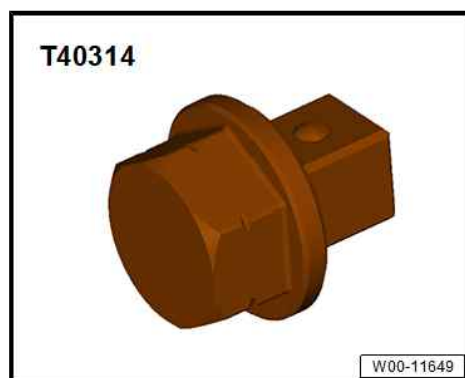
- ◆ Turning over tool - T40257-



- ◆ Wrench 21 mm - T40263-



- ◆ Adapter -T40314-



Removing

- Bring front wheels into straight-ahead position.

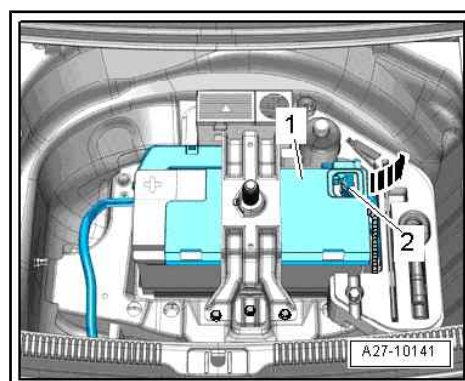


Caution

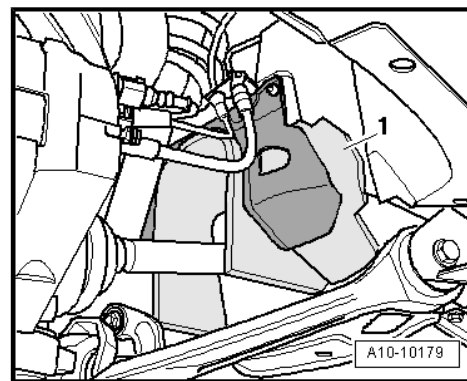
When disconnecting the battery there is a risk of irreparable damage to electronic components.

- ◆ *Observe notes on procedure for disconnecting the battery.*

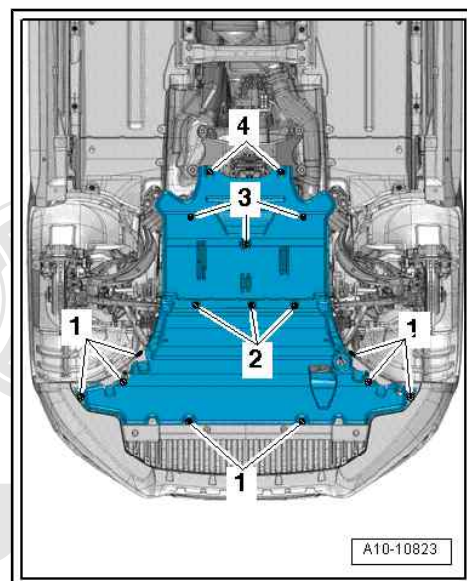
- Disconnect earth wire -2- from battery terminal ➔ Electrical system; Rep. gr. 27 ; Battery; Disconnecting and connecting battery .



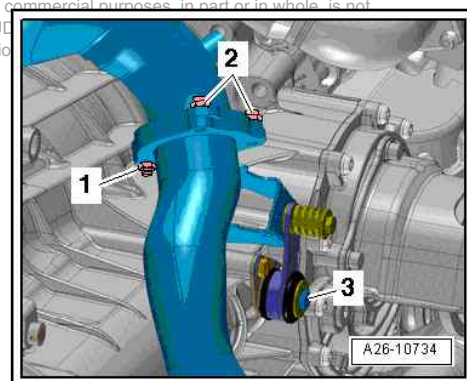
- Remove cover -1- for drive shaft from wheel housing (both sides).



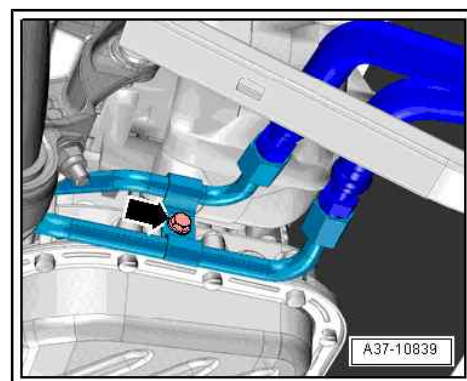
- Remove noise insulation ⇒ General body repairs, exterior; Rep. gr. 66 ; Noise insulation; Removing and installing noise insulation .



- Remove particulate filter and front exhaust pipe ⇒ Rep. gr. 26 ; Exhaust pipes/silencers; Exploded view silencers .



- Remove bolt -arrow- for ATF lines.

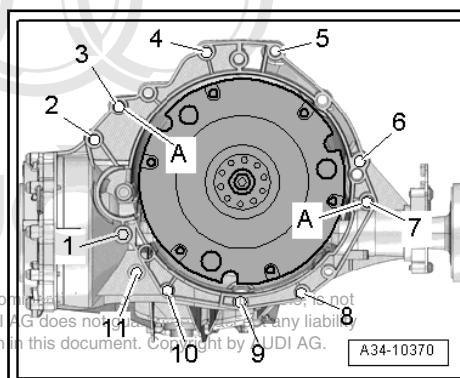
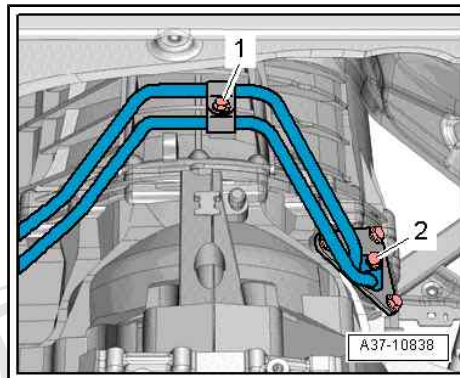




Note

Place a cloth below the connection to catch escaping ATF.

- Remove bolts -1- and -2-, detach ATF lines from gearbox and tie up.
- Seal off open lines and connections with clean plugs from engine bung set - VAS 6122- .
- Remove bolts -2 ... 5- securing gearbox to engine (accessible from above).

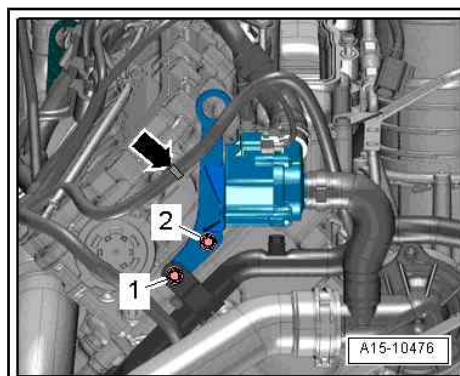


- Remove bolt -1- for engine lifting eye.
- Move electrical wiring harness clear -arrow- using removal lever - 80 - 200- .

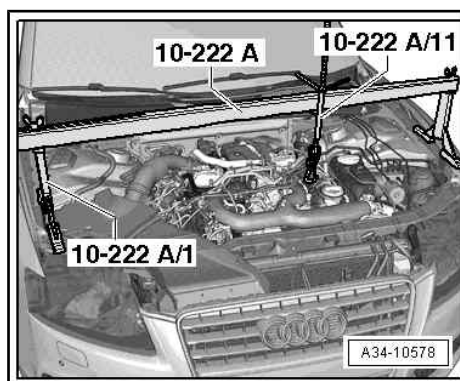


Note

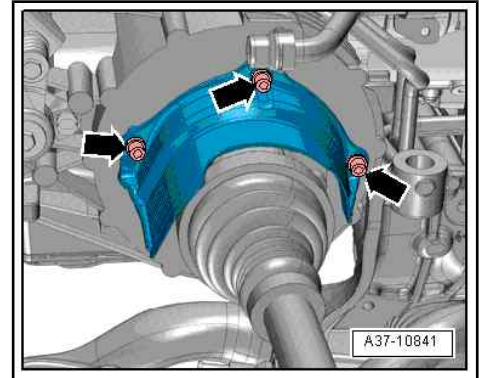
Disregard -item 2-.



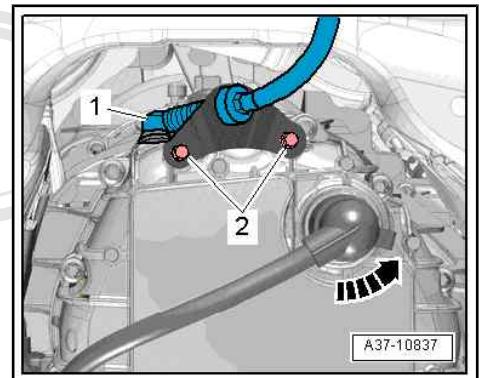
- Set up support bracket - 10 - 222 A- on suspension turrets (left and right), as shown in illustration.
- Hook spindle - 10 - 222 A /11- onto engine lifting eye (left-side) and take up weight of engine.



- Remove bolts -arrows- and detach heat shield for drive shaft (right-side).
- Unbolt drive shafts (left and right) from flange shafts on gearbox.



- Use removal lever - 80 - 200- to press ball socket -1- on selector lever cable off gearbox selector lever.
- Remove bolts -2- for cable support bracket.
- Move selector lever cable clear.



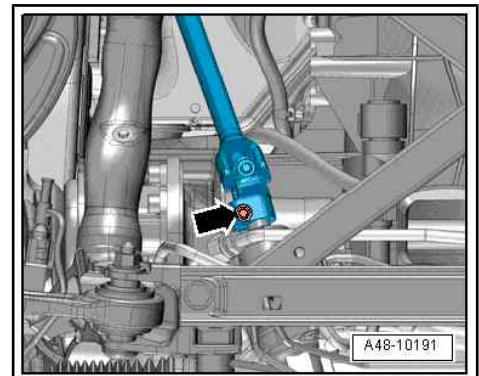
Caution

The gearbox control unit (mechatronic unit) can be irreparably damaged by electrostatic discharge.

- ◆ **Before handling electrical connectors, mechanic must discharge static. To do so, touch vehicle earth, heater radiator, or lifting platform, with your hand.**
- ◆ **Do not touch contact pins in gearbox connector with bare hands.**

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- Turn fastener anti-clockwise -arrow- and unplug electrical connector on gearbox.
- Detach intermediate steering shaft from steering rack and telescope shaft upwards ⇒ Running gear, axles, steering; Rep. gr. 48 ; Steering column; Exploded view - steering column .



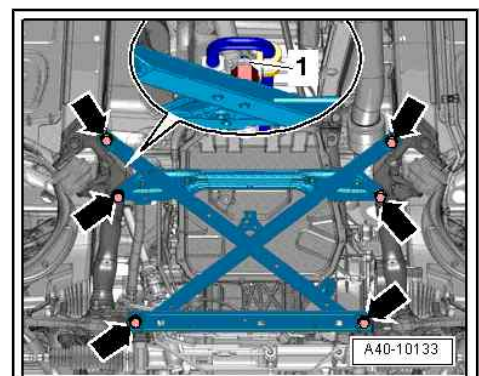
Caution

Risk of damage to parts of the running gear.

- ◆ **Do not let the vehicle down on the wheels if the gearbox mounting, steering rack or subframe cross brace are not properly installed.**

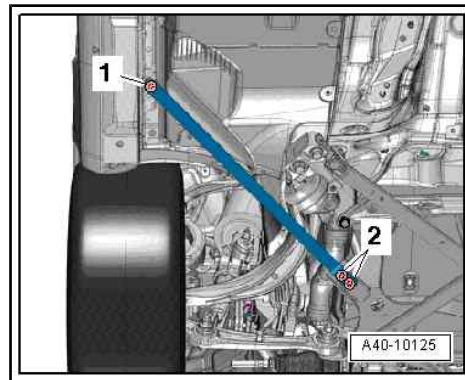
A4 (all models), A5 Coupé, A5 Sportback:

- Remove subframe cross brace ⇒ Running gear, axles, steering; Rep. gr. 40 ; Subframe; Removing and installing subframe cross brace .

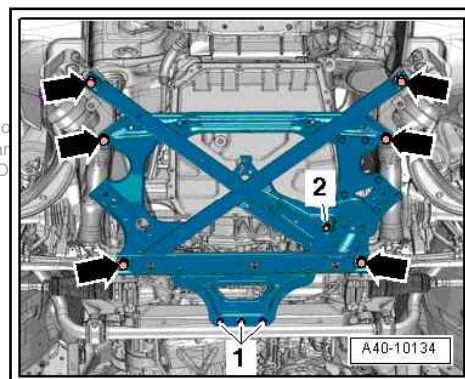


A5 Cabriolet:

- Remove bolts -1- and -2- (left and right) and detach diagonal strut.



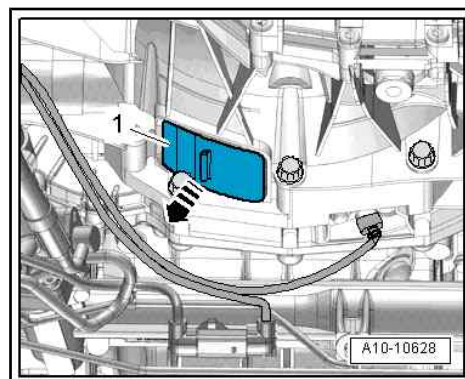
- Remove subframe cross brace ⇒ Running gear, axles, steering; Rep. gr. 40 ; Subframe; Removing and installing subframe cross brace .



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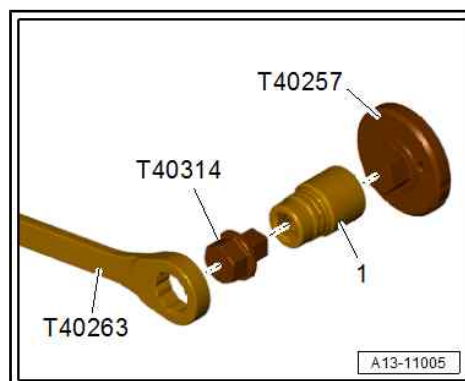
Continued for all vehicles:

- Release electrical wiring for engine speed sender - G28- at gearbox.
- Pull cover -1- off bottom of gearbox -arrow-.



- Fit tools together, as shown in illustration.

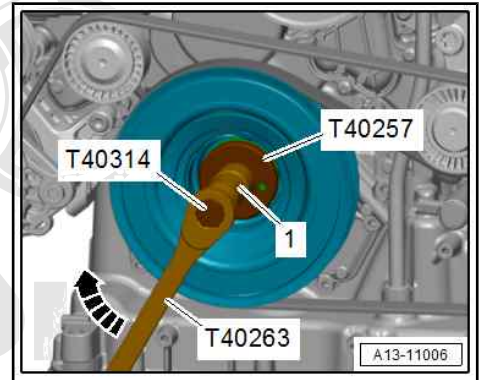
- 1 - Socket (21 mm) for 1/2" drive



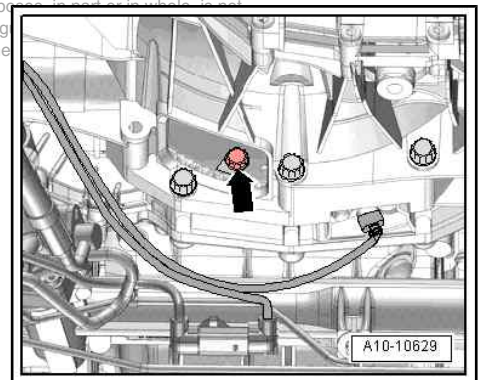
- To slacken bolts for dual-mass flywheel, counterhold crankshaft.

 Note

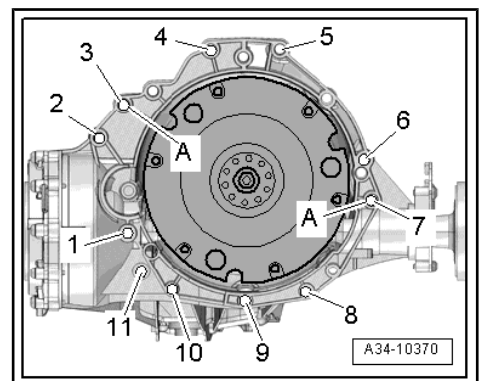
When you then turn the crankshaft, only turn crankshaft in direction of engine rotation -arrow-.



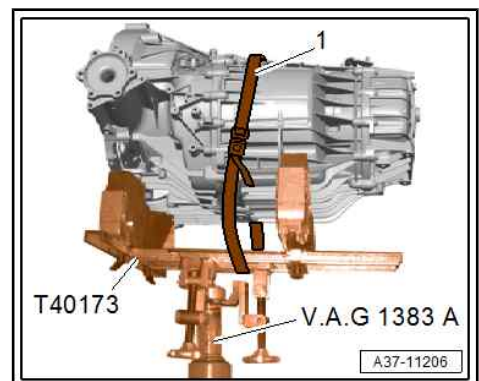
- Remove six bolts -arrow- for dual-mass flywheel (turn crankshaft 60° in direction of engine rotation each time).



- Remove bolt -1- for starter.
- Detach starter from gearbox but do not remove starter.
- Unscrew remaining bolts -6 ... 11- securing engine to gearbox.

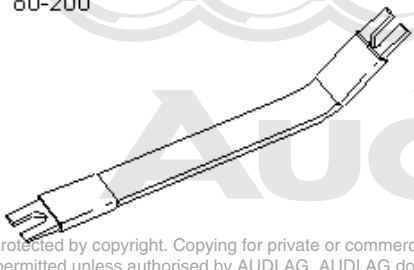
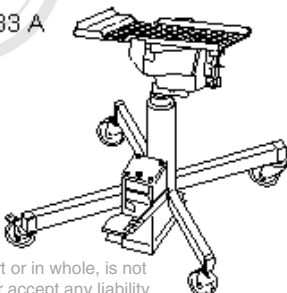
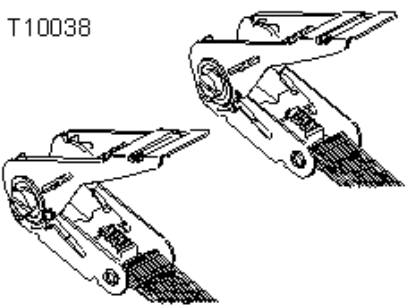
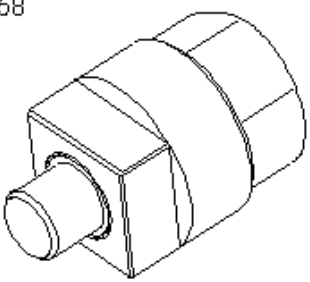
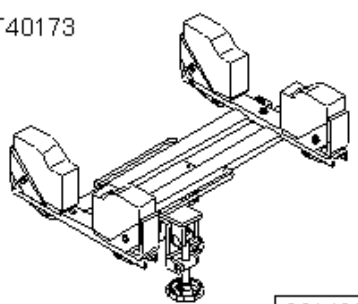


- Position engine and gearbox jack - V.A.G 1383 A- with gearbox support - T40173- underneath gearbox and secure with tensioning strap -1- as shown in illustration.
- Remove tunnel cross member
⇒ ["3.2 Removing and installing tunnel cross member", page 118](#) .
- Detach gearbox from engine and lower carefully using engine and gearbox jack - V.A.G 1383 A- .

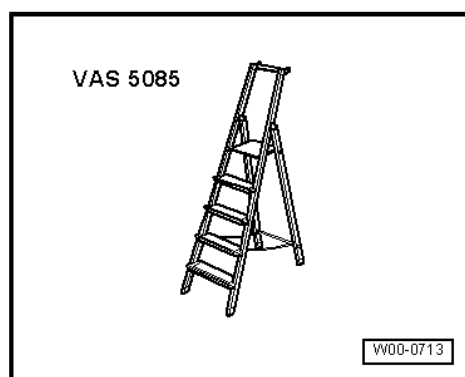


2.1.6 Removing gearbox - vehicles with 3.0 ltr. TDI engine

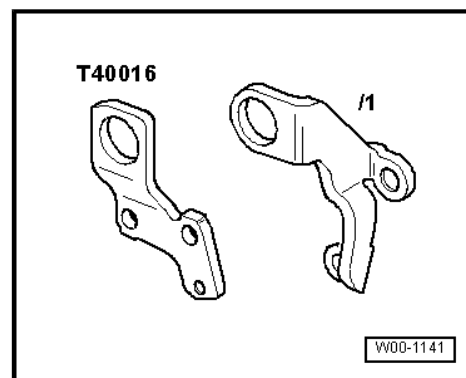
Special tools and workshop equipment required

80-200 	V.A.G 1383 A  Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by AUDI AG. AUDI AG does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by AUDI AG.
VAS 6122 	T10038 
T40058 	T40173  G34-10117

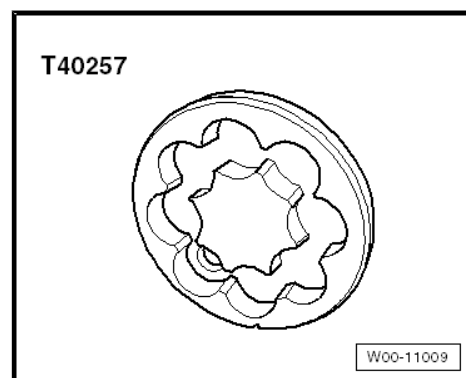
- ◆ Removal lever - 80 - 200-
- ◆ Engine and gearbox jack - V.A.G 1383 A-
- ◆ Engine bung set - VAS 6122-
- ◆ Tensioning strap - T10038-
- ◆ Adapter - T40058-
- ◆ Gearbox support - T40173-
- ◆ Stepladder - VAS 5085-



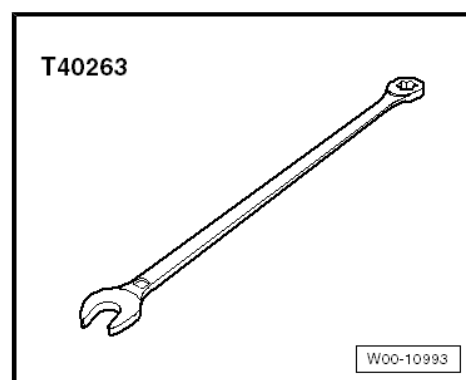
◆ Transportation shackle - T40016-



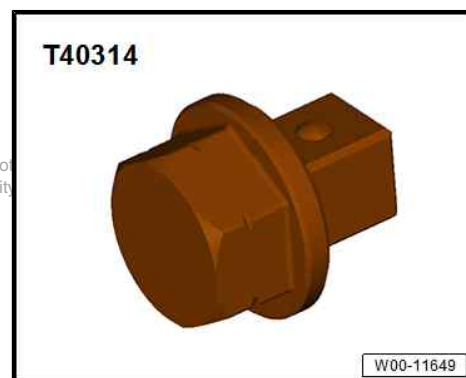
◆ Turning over tool - T40257-



◆ Wrench 21 mm - T40263-



◆ Adapter -T40314-



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Removing

- Bring front wheels into straight-ahead position.

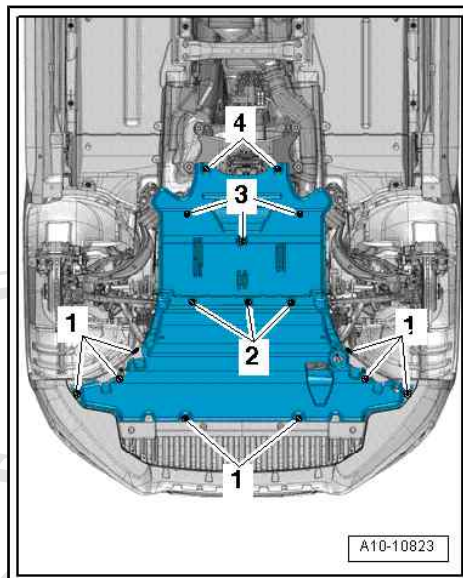
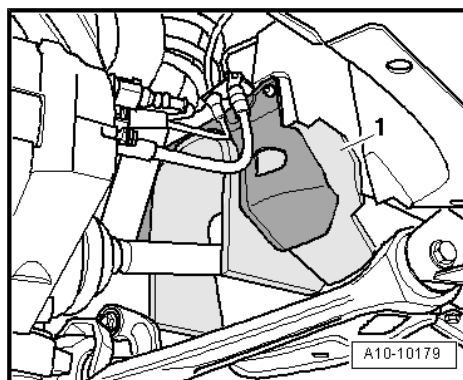
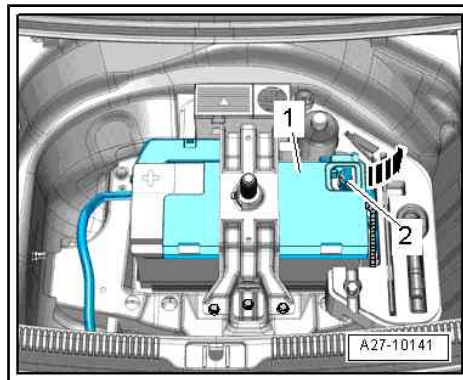


Caution

When disconnecting the battery there is a risk of irreparable damage to electronic components.

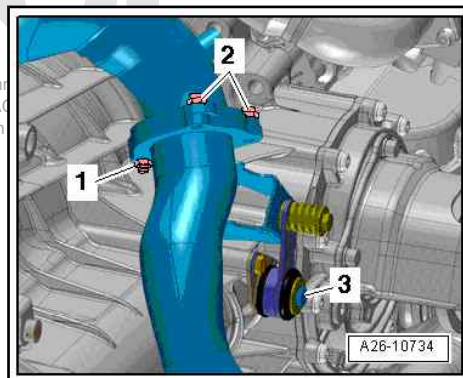
- ◆ *Observe notes on procedure for disconnecting the battery.*

- Disconnect earth wire -2- from battery terminal ⇒ Electrical system; Rep. gr. 27 ; Battery; Disconnecting and connecting battery .
- Remove cover -1- for drive shaft from wheel housing (both sides).
- Remove noise insulation ⇒ General body repairs, exterior; Rep. gr. 66 ; Noise insulation; Removing and installing noise insulation .

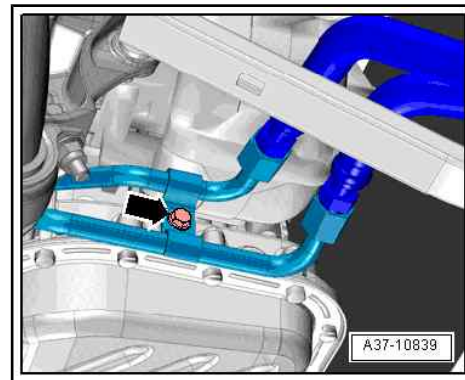


- Remove particulate filter ⇒ Rep. gr. 26 ; Emission control system; Removing and installing particulate filter .

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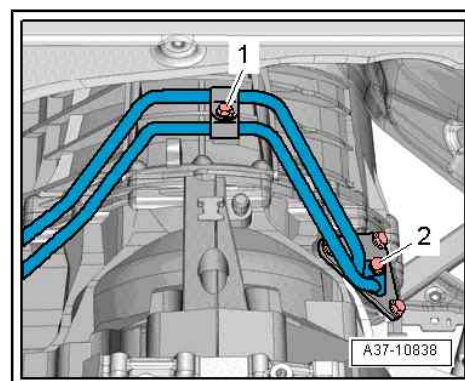
- Remove bolt -arrow- for ATF lines.



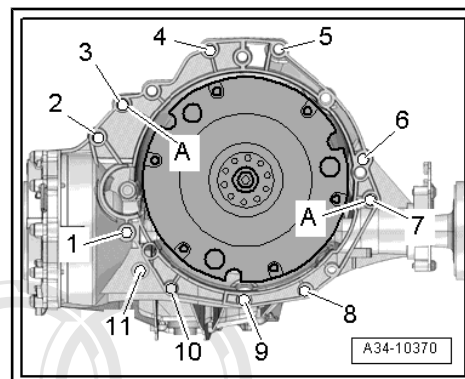
Note

Place a cloth below the connection to catch escaping ATF.

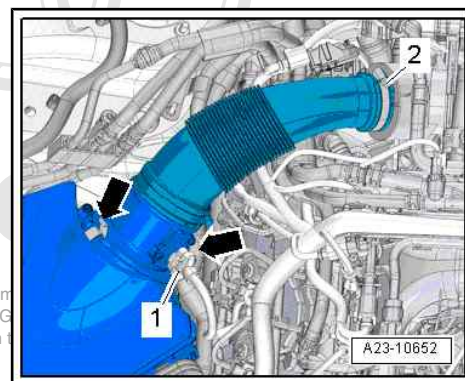
- Remove bolts -1- and -2-, detach ATF lines from gearbox and tie up.
- Seal off open lines and connections with clean plugs from engine bung set - VAS 6122- .



- Remove bolts -2 ... 5- securing gearbox to engine (accessible from above).



- Unplug electrical connector -1- at air mass meter - G70- .
- Slacken hose clip -2- and release clamps -arrows- to remove air hose with air mass meter - G70- .



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- Fit transportation shackle - T40016- to suspension turret with nut -arrow-.



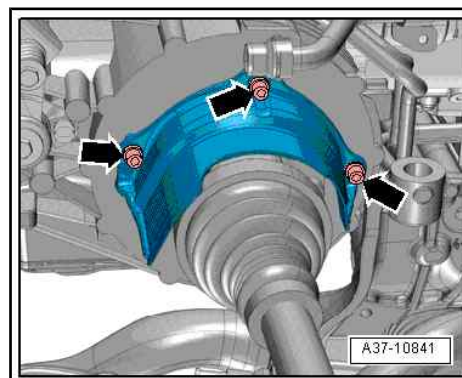
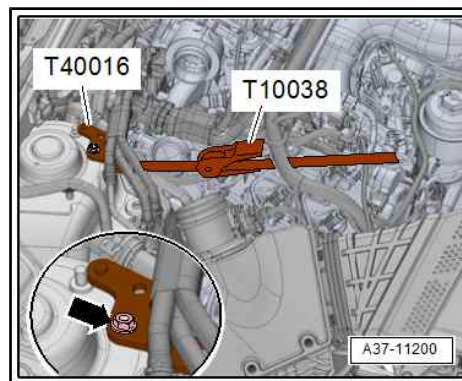
Caution

Risk of damage to electrical wiring and fuel hoses.

- ◆ **When securing tensioning strap - T10038- , ensure that it does not make contact with electrical wiring and fuel hoses.**

- Secure engine with tensioning strap - T10038- as shown in illustration.
- Remove bolts -arrows- and detach heat shield for drive shaft (right-side).
- Unbolt drive shafts (left and right) from flange shafts on gearbox.

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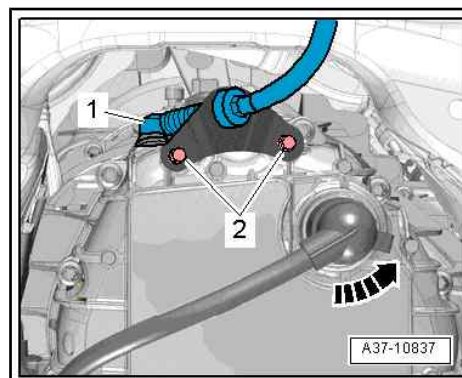
- Use removal lever - 80 - 200- to press ball socket -1- on selector lever cable off gearbox selector lever.
- Remove bolts -2- for cable support bracket.
- Move selector lever cable clear.



Caution

The gearbox control unit (mechatronic unit) can be irreparably damaged by electrostatic discharge.

- ◆ **Before handling electrical connectors, mechanic must discharge static. To do so, touch vehicle earth, heater radiator, or lifting platform, with your hand.**
- ◆ **Do not touch contact pins in gearbox connector with bare hands.**



- Turn fastener anti-clockwise -arrow- and unplug electrical connector on gearbox.
- Move electrical wiring harness clear.

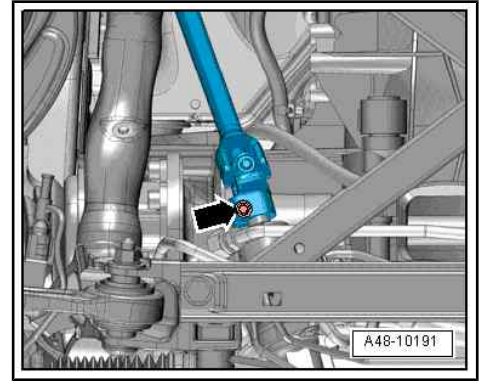
- Detach intermediate steering shaft from steering rack and telescope shaft upwards ⇒ Running gear, axles, steering; Rep. gr. 48 ; Steering column; Exploded view - steering column .



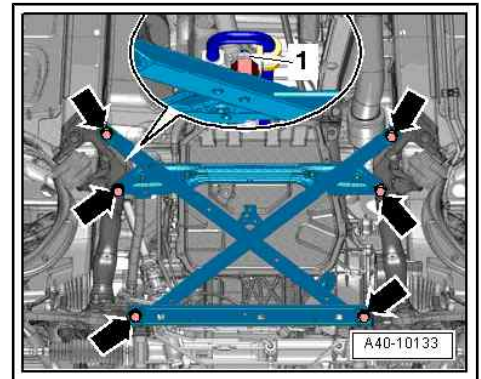
Caution

Risk of damage to parts of the running gear.

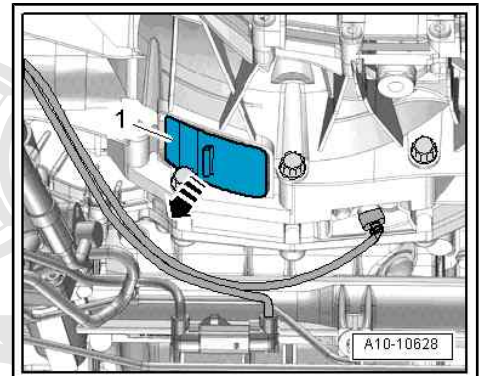
- ◆ *Do not let the vehicle down on the wheels if the gearbox mounting, steering rack or subframe cross brace are not properly installed.*



- Remove subframe cross brace ⇒ Running gear, axles, steering; Rep. gr. 40 ; Subframe; Removing and installing subframe cross brace .



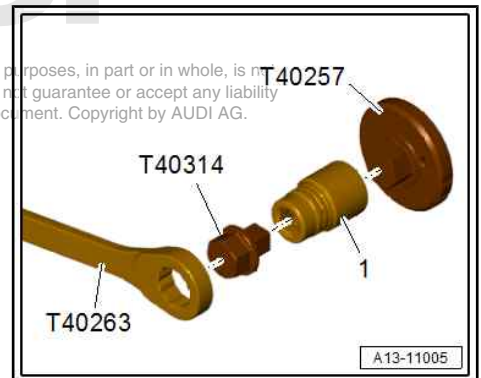
- Release electrical wiring for engine speed sender - G28- at gearbox.
- Pull cover -1- off bottom of gearbox -arrow-.



- Fit tools together, as shown in illustration.

- 1 - Socket (21 mm) for 1/2" drive

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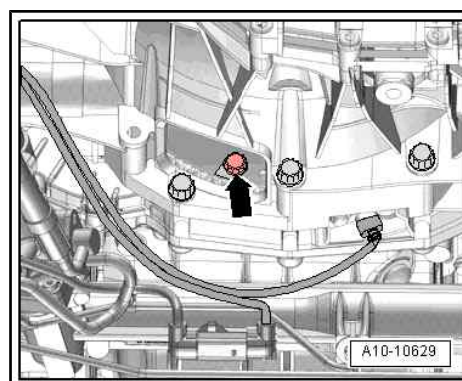
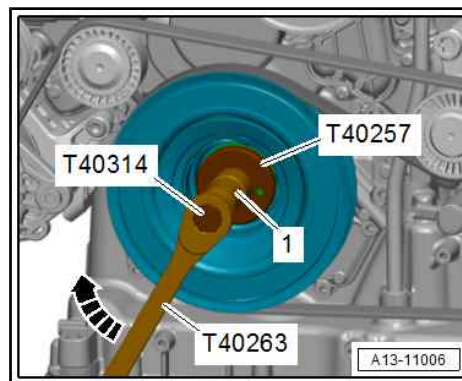
- To slacken bolts for dual-mass flywheel, counterhold crankshaft.



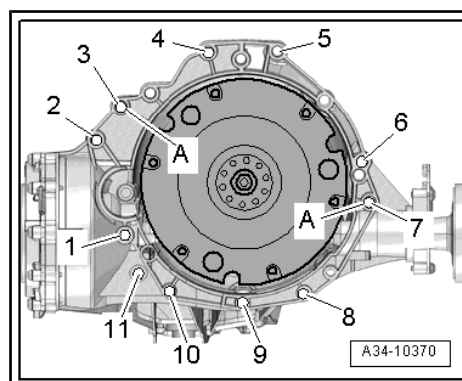
Note

When you then turn the crankshaft, only turn crankshaft in direction of engine rotation -arrow-.

- Remove six bolts -arrow- for dual-mass flywheel (turn crankshaft 60° in direction of engine rotation each time).



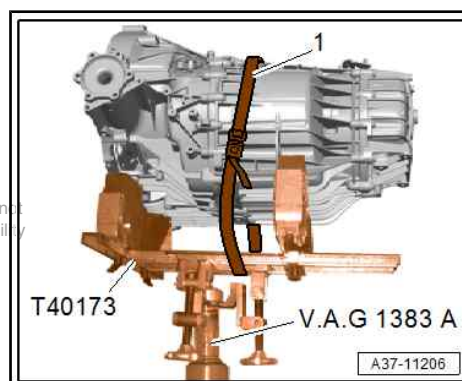
- Remove bolt -1- for starter.
- Detach starter from gearbox but do not remove starter.
- Unscrew remaining bolts -6 ... 11- securing engine to gearbox.



- Position engine and gearbox jack - V.A.G 1383 A- with gearbox support - T40173- underneath gearbox and secure with tensioning strap -1- as shown in illustration.

- Remove tunnel cross member
⇒ ["3.2 Removing and installing tunnel cross member", page 118](#).

- Detach gearbox from engine and lower carefully using engine and gearbox jack - V.A.G 1383 A-



2.2 Installing gearbox

⇒ [“2.2.1 Installing gearbox, vehicles with 1.8 ltr. and 2.0 ltr. TFSI engine”, page 91](#)

⇒ [“2.2.2 Installing gearbox, vehicles with 3.2 ltr. FSI engine”, page 96](#)

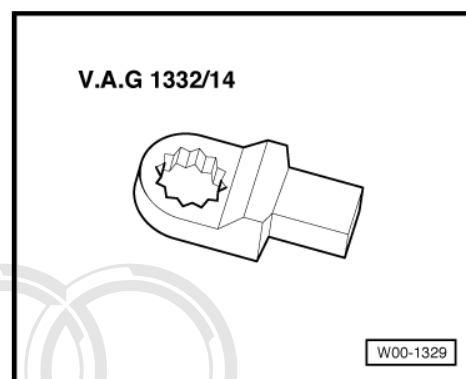
⇒ [“2.2.3 Installing gearbox - vehicles with 2.0 ltr. TDI engine”, page 102](#)

⇒ [“2.2.4 Installing gearbox, vehicles with 2.7 ltr./3.0 ltr. TDI engine”, page 107](#)

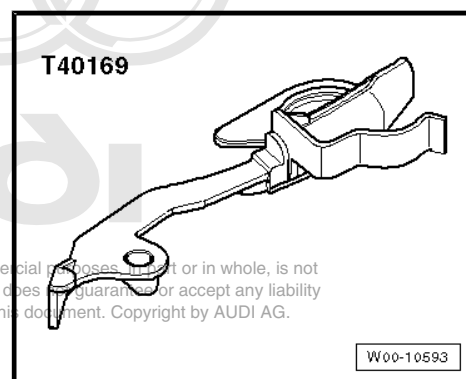
2.2.1 Installing gearbox, vehicles with 1.8 ltr. and 2.0 ltr. TFSI engine

Special tools and workshop equipment required

- ◆ Ring spanner insert, 16 mm - V.A.G 1332/14-

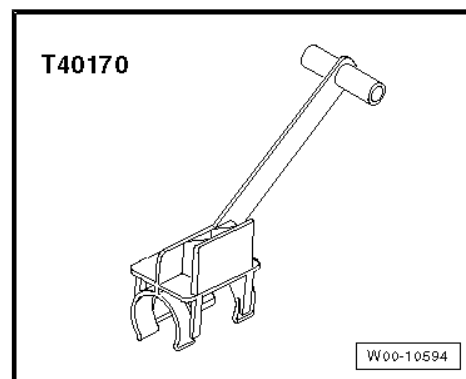


- ◆ Assembly aid - T40169-



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- ◆ Transportation lock - T40170-



Procedure

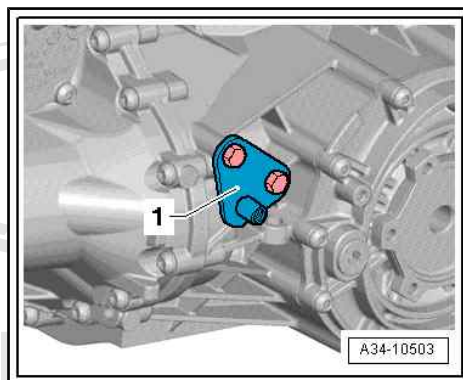


Note

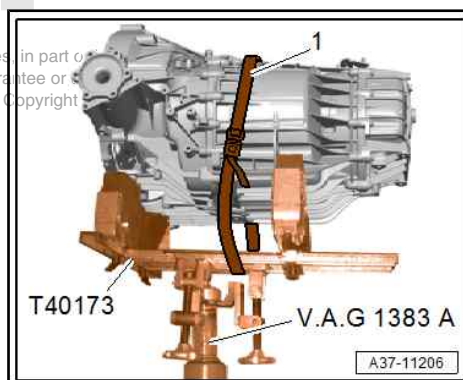
- ◆ *Renew bolts which are tightened by turning through a specified angle.*
- ◆ *Renew self-locking nuts and bolts, and seals, O-rings and gaskets.*
- ◆ *Hose connections and charge air system hoses must be free of oil and grease prior to fitting.*
- ◆ *Secure all hose connections with the correct type of hose clips (same as original equipment) ⇒ *Electronic parts catalogue* .*
- ◆ *To ensure that the charge air hoses can be connected securely, you must spray the screws on used screw-type clips with rust remover prior to installation.*
- ◆ *Re-attach all cable ties at the same locations when re-installing.*

Tightening torques for installing gearbox ⇒ [page 113](#)

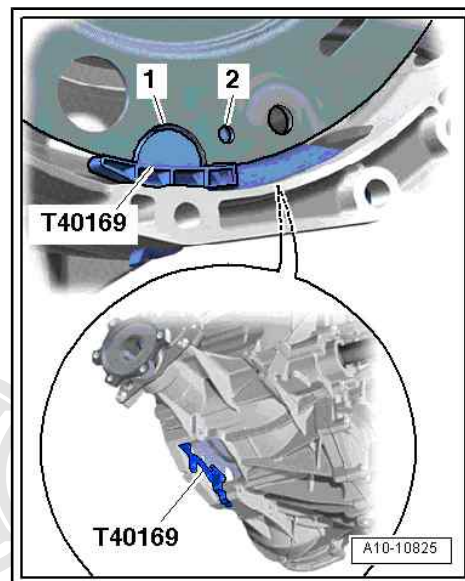
- Before fitting a replacement gearbox, always blow through the ATF cooler and ATF lines with compressed air (not more than 10 bar) ⇒ [page 142](#) .
- Before installing, it is important to clean any residue from threads in cylinder block using a tap.
- When fitting a replacement gearbox: attach gearbox support, gearbox mounting and tunnel cross member to new gearbox ⇒ [page 118](#) .
- Attach bracket -1- for exhaust system mounting to new gearbox ⇒ Rep. gr. 26 ; Emission control system; Exploded view - emission control system .



- Position gearbox on gearbox support - T40173- and secure with tensioning strap -1-, as shown in illustration.



- The following preparations must be made before joining the engine and gearbox:
- Insert assembly aid - T40169- into gearbox housing and dual-mass flywheel from below, as shown in illustration.

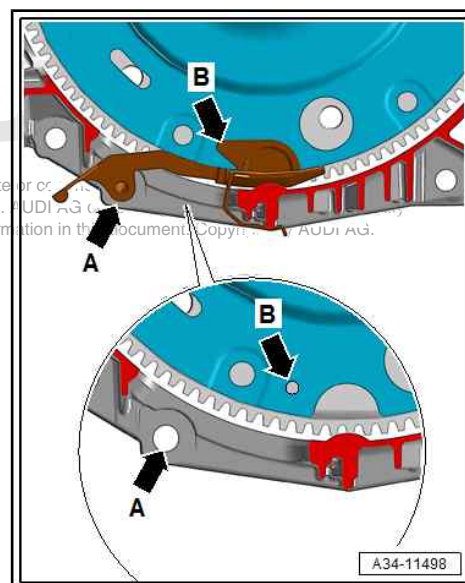


The assembly tool must engage in the semi-circular recess and in the hole (-arrow A- and -arrow B-).

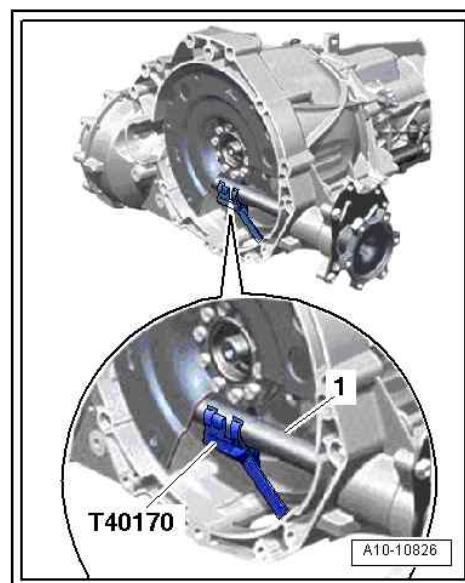


Note

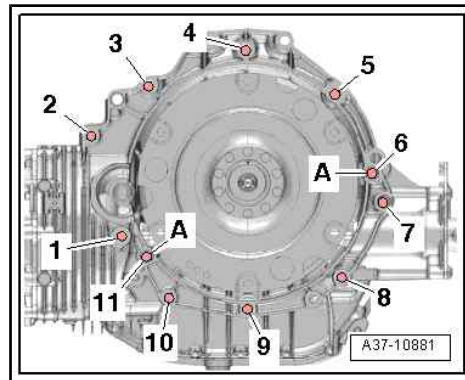
There is only one inspection hole -B- at the periphery; turn the dual-mass flywheel accordingly.



- Insert transportation lock - T40170- into gearbox housing from below and clamp onto flange shaft -1-.

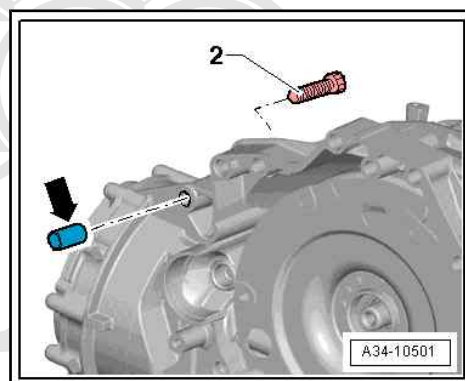


- Check that dowel sleeves -A- for centralising engine/gearbox are in the cylinder block; install any missing dowel sleeves.
- Check whether aluminium bolts for engine/gearbox connection can be reused and mark bolts if necessary ➔ [page 114](#) .
- Join gearbox with engine and tighten bolts -2 ... 6-.



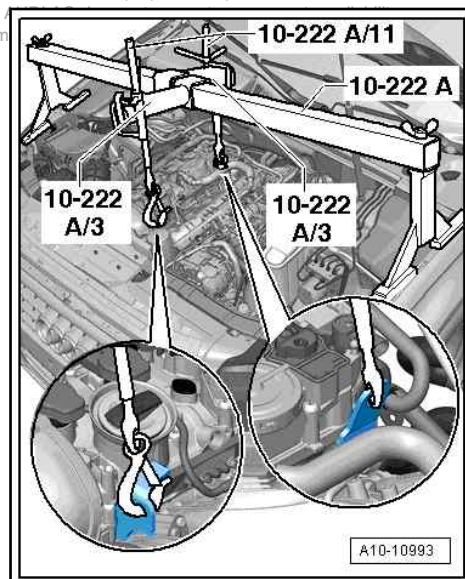
Note

- ◆ Bolt -2- secures the starter to the gearbox and has an additional spacer sleeve -arrow-.
- ◆ The spacer sleeve must be fitted between the starter and the gearbox.

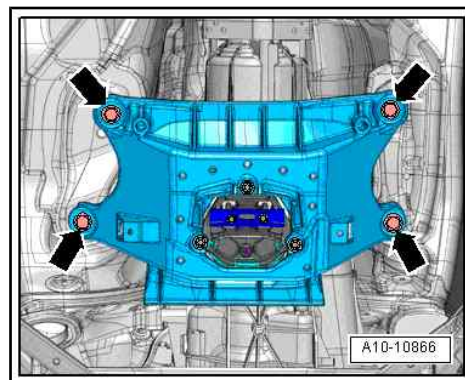


- Disengage spindles - 10 - 222 A /11-

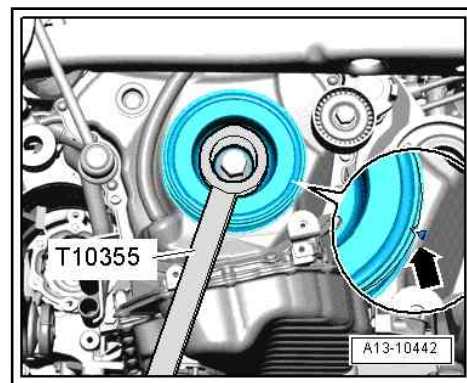
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- Raise gearbox and install tunnel cross member ➔ ["3.2 Removing and installing tunnel cross member", page 118](#) .
- Slacken tensioning strap and move engine and gearbox jack - V.A.G 1383 A- with gearbox support - T40173- out from underneath gearbox.



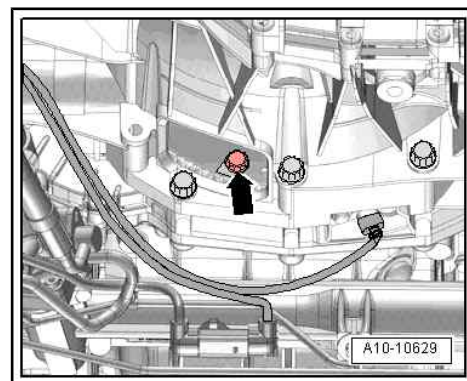
- Turn crankshaft at vibration damper 360° in direction of engine rotation.
- Take out assembly aid - T40169- and transportation lock - T40170- .



Note

Use ring spanner insert, 16 mm - V.A.G 1332/14- , to tighten bolts.

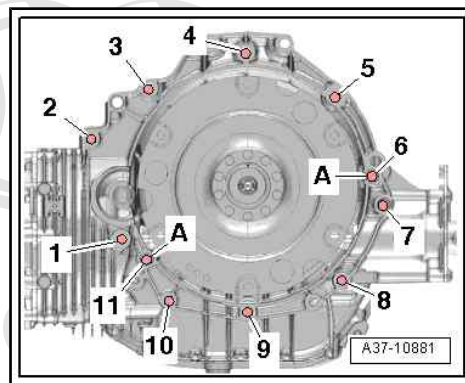
- Secure flywheel to drive plate as follows:
- Tighten first bolt -arrow- to 10 Nm and loosen again; then tighten to 2 Nm (hand-tight).
- Turn crankshaft at vibration damper 120° further in direction of engine rotation.
- Screw in second bolt in this crankshaft position and tighten to 60 Nm.
- Turn crankshaft 120° further in direction of engine rotation, screw in third bolt and tighten to 60 Nm.
- Turn crankshaft 120° further in direction of engine rotation and tighten first bolt to 60 Nm.



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Remaining installation steps are carried out in reverse sequence; note the following:

- Tighten remaining engine/gearbox securing bolts -1, 7 ... 11-.
- Secure intermediate steering shaft to steering rack ⇒ Running gear, axles, steering; Rep. gr. 48 ; Steering column; Exploded view - steering column .
- Install selector lever cable ⇒ [page 34](#) .
- Install ATF lines ⇒ [page 138](#) .
- Secure drive shafts (left and right) to flange shafts of gearbox ⇒ Running gear, axles, steering; Rep. gr. 40 ; Drive shaft; Exploded view - drive shaft .
- Install heat shield for drive shaft ⇒ [page 114](#) .
- Install subframe cross brace ⇒ Running gear, axles, steering; Rep. gr. 40 ; Drive shaft; Exploded view - drive shaft .
- Install diagonal struts ⇒ Running gear, axles, steering; Rep. gr. 40 ; Subframe; Exploded view - subframe .
- Install noise insulation ⇒ General body repairs, exterior; Rep. gr. 66 ; Noise insulation; Exploded view - noise insulation .
- Observe measures required after connecting battery ⇒ Electrical system; Rep. gr. 27 ; Battery; Disconnecting and connecting battery .



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Caution

Overvoltage can cause irreparable damage to control units.

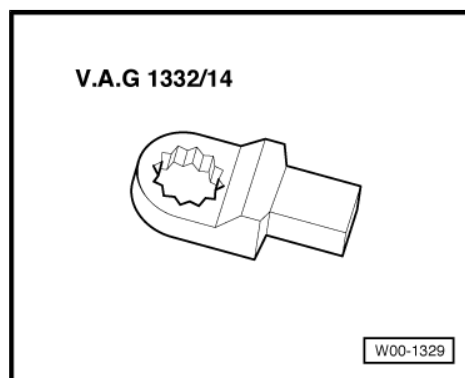
- ◆ *Do not use charger for boost starting.*

- Check selector lever cable and adjust if necessary ⇒ [page 39](#) .
- Check ATF level and top up as required ⇒ [page 124](#) .
- After performing repair work on gearbox, check gear oil level in front final drive and top up if necessary ⇒ [page 153](#) .

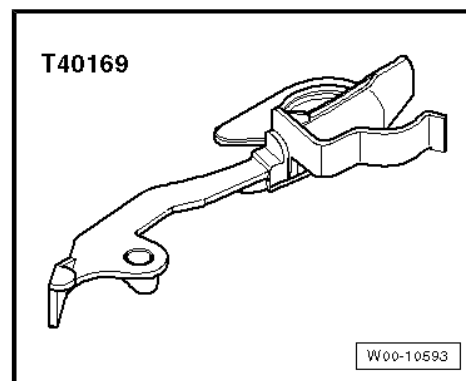
2.2.2 Installing gearbox, vehicles with 3.2 ltr. FSI engine

Special tools and workshop equipment required

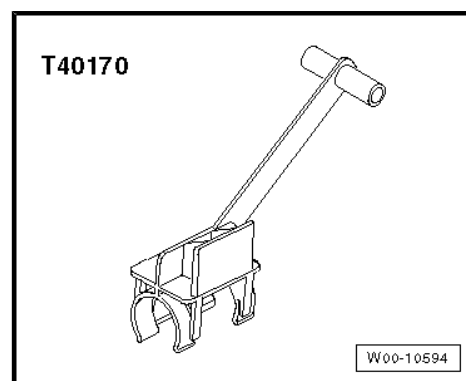
- ◆ Ring spanner insert, 16 mm - V.A.G 1332/14-



◆ Assembly aid - T40169-



◆ Transportation lock - T40170-



Procedure

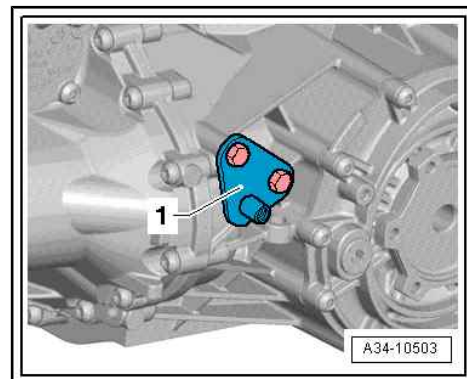


Note

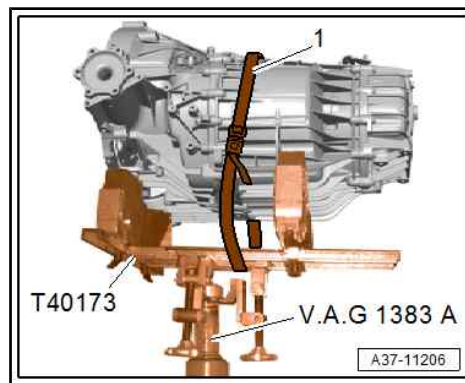
- ◆ *Renew bolts which are tightened by turning through a specified angle.*
- ◆ *Renew self-locking nuts and bolts, and seals, O-rings and gaskets.*
- ◆ *Re-attach all cable ties at the same locations when re-installing.*

Tightening torques for installing gearbox ⇒ [page 113](#)

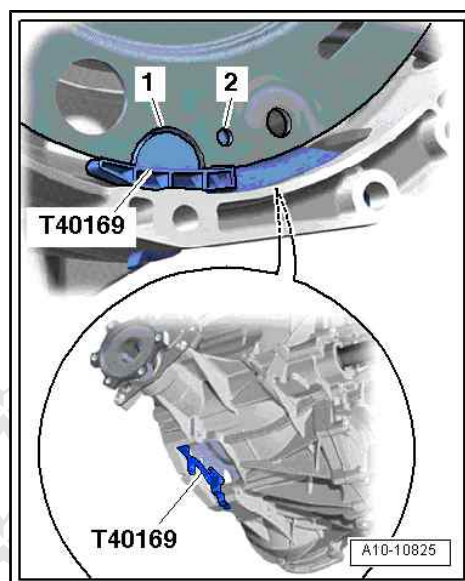
- Before fitting a replacement gearbox, always blow through the ATF cooler and ATF lines with compressed air (not more than 10 bar) ⇒ [page 142](#) .
- Before installing, it is important to clean any residue from threads in cylinder block using a tap.
- When fitting a replacement gearbox: attach gearbox support, gearbox mounting and tunnel cross member to new gearbox ⇒ [page 118](#) .
- Attach bracket -1- for exhaust system mounting to new gearbox ⇒ Rep. gr. 26 ; Exhaust pipes/silencers; Exploded view - silencers .



- Position gearbox on gearbox support - T40173- and secure with tensioning strap -1-, as shown in illustration.



- The following preparations must be made before joining the engine and gearbox:
- Insert assembly aid - T40169- into gearbox housing and dual-mass flywheel from below, as shown in illustration.

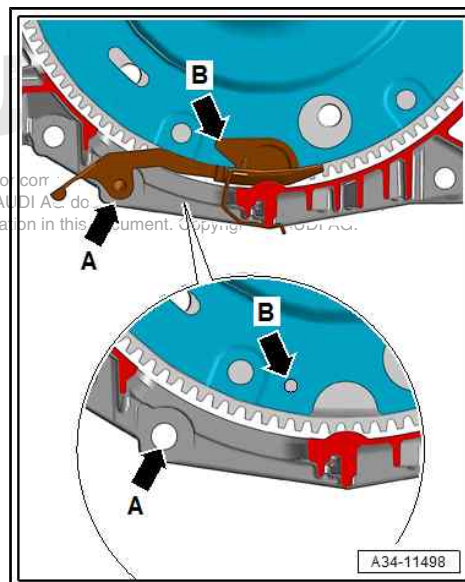


- The assembly tool must engage in the semi-circular recess and in the hole (-arrow A- and -arrow B-).



Note

There is only one inspection hole -B- at the periphery, turn the dual-mass flywheel accordingly.

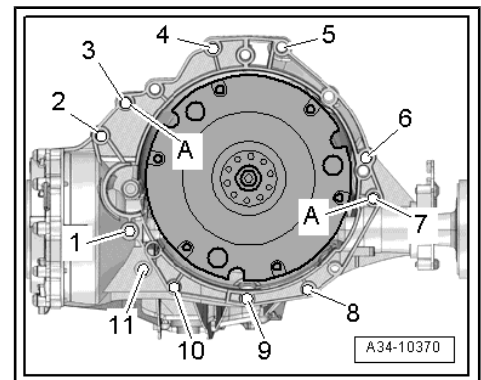
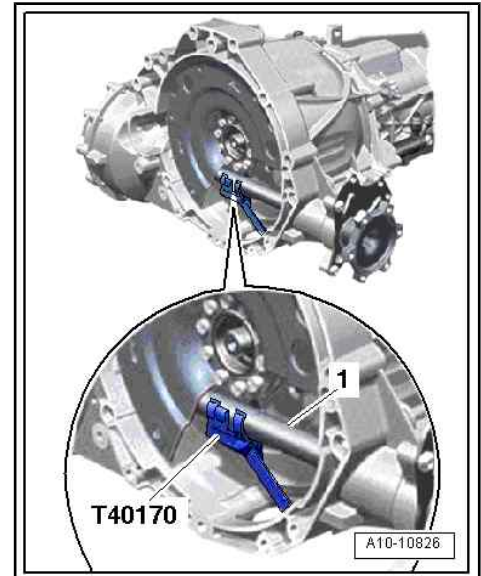


- Insert transportation lock - T40170- into gearbox housing from below and clamp onto flange shaft -1-.

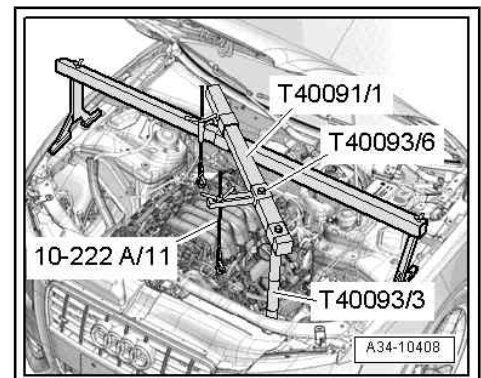


- Check that dowel sleeves -A- for centralising engine/gearbox are in the cylinder block; install any missing dowel sleeves.
- Check whether aluminium bolts for engine/gearbox connection can be reused and mark bolts if necessary ➔ [page 115](#).
- Join gearbox with engine and tighten bolts -1, 6 ... 11-.

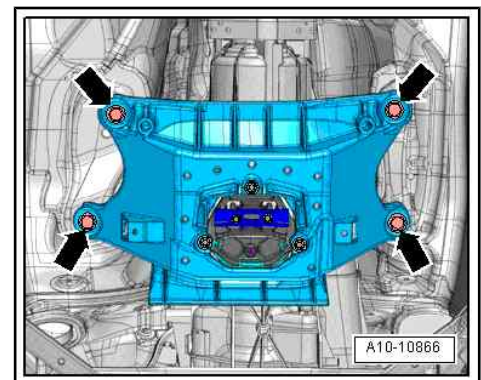
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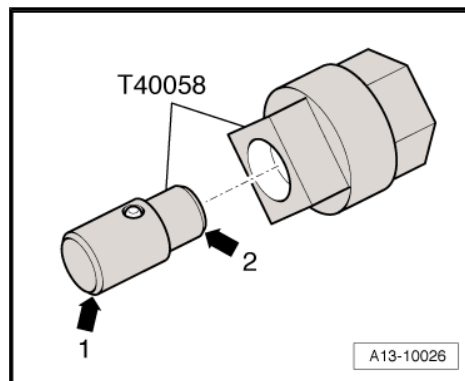
- Disengage spindles - 10 - 222 A /11- .



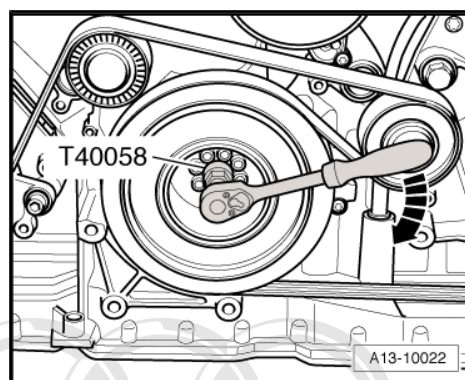
- Raise gearbox and install tunnel cross member ➔ ["3.2 Removing and installing tunnel cross member", page 118](#).
- Slacken tensioning strap and move engine and gearbox jack - V.A.G 1383 A- with gearbox support - T40173- out from underneath gearbox.



- Insert guide stud of adapter -T40058- as follows:
 - The larger diameter -arrow 1- faces engine.
 - The smaller diameter -arrow 2- faces adapter.

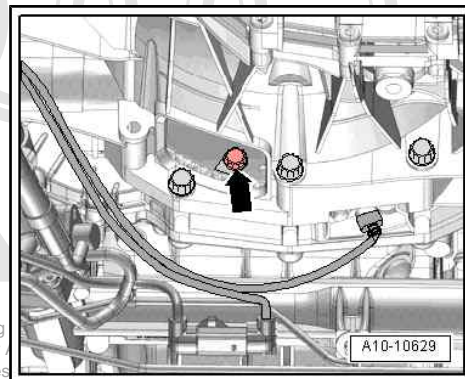


- Turn crankshaft at vibration damper 360° further in direction of engine rotation.
- Take out retainer - T40170- (transport lock) and assembly aid - T40169- .



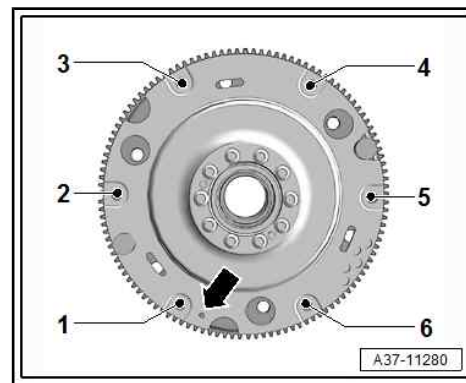
Note

Use ring spanner insert, 16 mm - V.A.G 1332/14- , to tighten bolts.



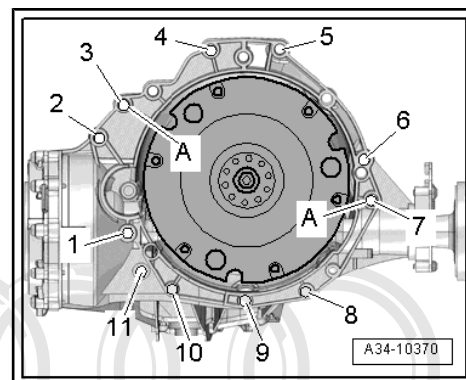
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- Secure flywheel to drive plate as follows:
- Tighten first bolt -1- to 10 Nm and loosen again; then tighten to 2 Nm (hand-tight).
- Turn crankshaft via vibration damper 180° further in direction of engine rotation, screw in bolt -4- and tighten to 60 Nm.
- Turn crankshaft 60° further in direction of engine rotation (for each bolt), screw in bolts -5- and -6- and tighten to 60 Nm.
- Turn crankshaft 60° further in direction of engine rotation and tighten bolt -1- to 60 Nm.
- Turn crankshaft 60° further in direction of engine rotation (for each bolt), screw in bolts -2- and -3- and tighten to 60 Nm.



Remaining installation steps are carried out in reverse sequence; note the following:

- Secure intermediate steering shaft to steering rack ⇒ Running gear, axles, steering; Rep. gr. 48 ; Steering column; Exploded view - steering column .
- Install selector lever cable ⇒ [page 34](#) .
- Install ATF lines ⇒ [page 138](#) .
- Secure drive shafts (left and right) to flange shafts of gearbox ⇒ Running gear, axles, steering; Rep. gr. 40 ; Drive shaft; Exploded view - drive shaft .
- Install heat shield for drive shaft ⇒ [page 114](#) .
- Tighten remaining gearbox/engine securing bolts -2 ... 5-.
- Install plenum chamber partition panel ⇒ General body repairs, exterior; Rep. gr. 50 ; Bulkhead; Exploded view - plenum chamber partition panel .
- Install catalytic converter and front silencers (left and right) ⇒ Rep. gr. 26 ; Exhaust pipes/silencers; Exploded view - silencers .
- Install subframe cross brace ⇒ Running gear, axles, steering; Rep. gr. 40 ; Subframe; Exploded view - subframe .
- Install diagonal struts ⇒ Running gear, axles, steering; Rep. gr. 40 ; Subframe; Exploded view - subframe .
- Install noise insulation ⇒ General body repairs, exterior; Rep. gr. 66 ; Noise insulation; Exploded view - noise insulation .
- Observe measures required after connecting battery ⇒ Electrical system; Rep. gr. 27 ; Battery; Disconnecting and connecting battery .



Caution

Overvoltage can cause irreparable damage to control units.

◆ **Do not use charger for boost starting.**

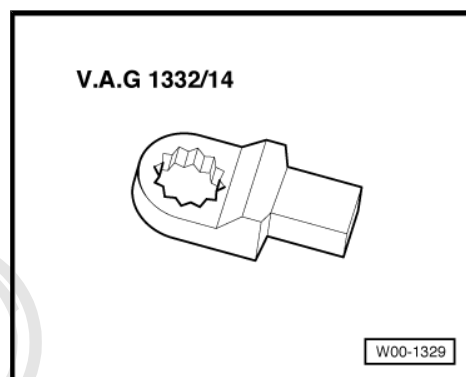
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- Check selector lever cable and adjust if necessary ⇒ [page 39](#) .
- Check ATF level and top up as required ⇒ [page 124](#) .
- After performing repair work on gearbox, check gear oil level in front final drive and top up if necessary ⇒ [page 153](#) .

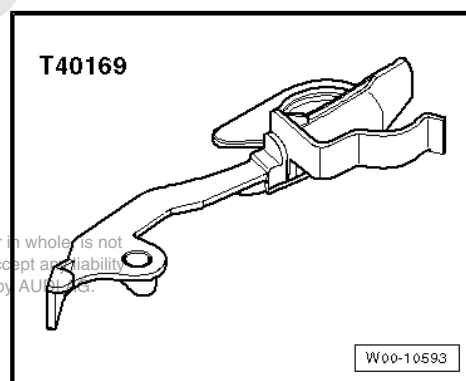
2.2.3 Installing gearbox - vehicles with 2.0 ltr. TDI engine

Special tools and workshop equipment required

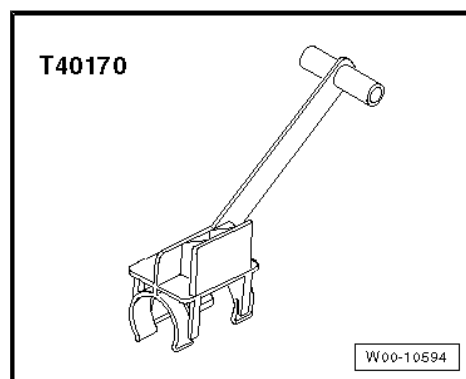
- ◆ Ring spanner insert, 16 mm - V.A.G 1332/14-



- ◆ Assembly aid - T40169-



- ◆ Transportation lock - T40170-



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Procedure

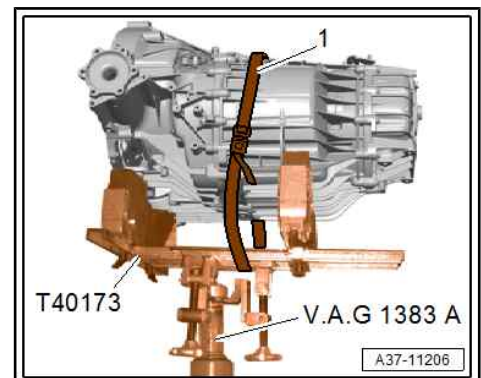
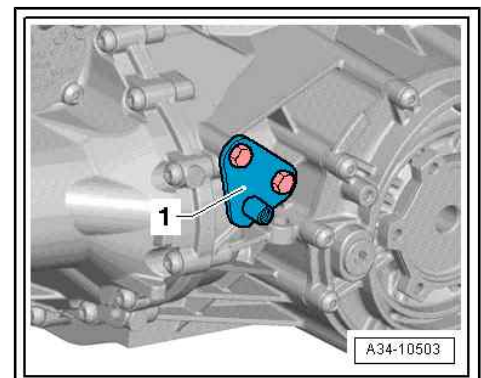


Note

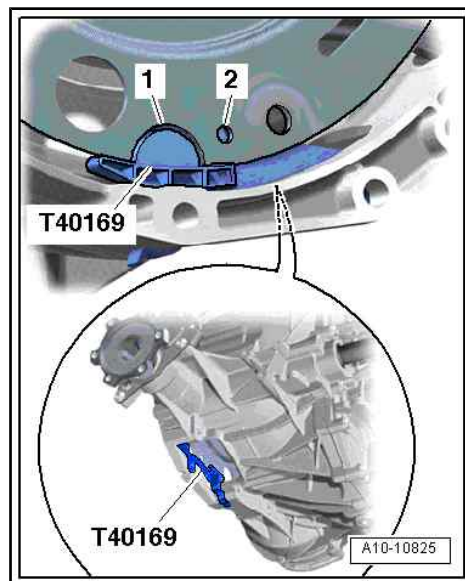
- ◆ *Renew bolts which are tightened by turning through a specified angle.*
- ◆ *Renew self-locking nuts and bolts, and seals, O-rings and gaskets.*
- ◆ *Hose connections and air pipes/hoses must be free of oil and grease prior to fitting.*
- ◆ *Secure all hose connections with the correct type of hose clips (same as original equipment) ➔ Electronic parts catalogue .*
- ◆ *To ensure that the charge air hoses can be connected securely, you must spray the screws on used screw-type clips with rust remover prior to installation.*
- ◆ *Re-attach all cable ties at the same locations when re-installing.*

Tightening torques for installing gearbox ➔ page 113

- Before fitting a replacement gearbox, always blow through the ATF cooler and ATF lines with compressed air (not more than 10 bar) ➔ page 142 .
- Before installing gearbox, it is important to clean any residue from threads for engine/gearbox connection in cylinder block using a tap.
- When fitting a replacement gearbox: attach gearbox support, gearbox mounting and tunnel cross member to new gearbox ➔ page 118 .
- Attach bracket -1- for exhaust system mounting to new gearbox ➔ Rep. gr. 26 ; Exhaust pipes/silencers; Exploded view - silencers .
- Position gearbox on gearbox support - T40173- and secure with tensioning strap -1-, as shown in illustration.



- The following preparations must be made before joining the engine and gearbox:
- Insert assembly aid - T40169- into gearbox housing and dual-mass flywheel from below, as shown in illustration.



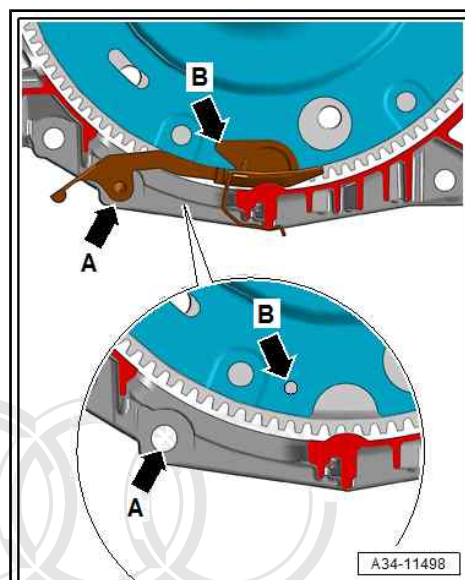
The assembly tool must engage in the semi-circular recess and in the hole (-arrow A- and -arrow B-).



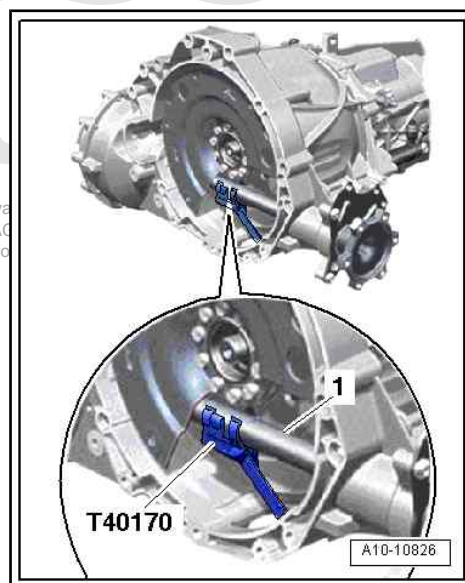
Note

There is only one inspection hole -B- at the periphery; turn the dual-mass flywheel accordingly.

- Insert pin of assembly aid into hole on gearbox housing.



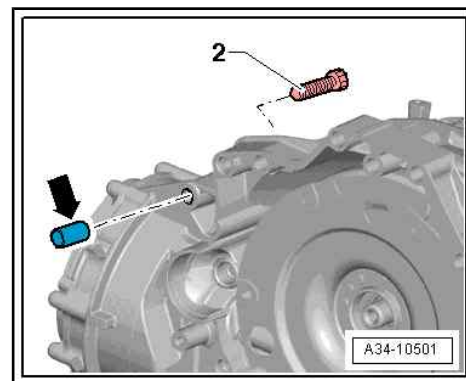
- Insert transportation lock - T40170- into gearbox housing from below and clamp onto flange shaft -1-.



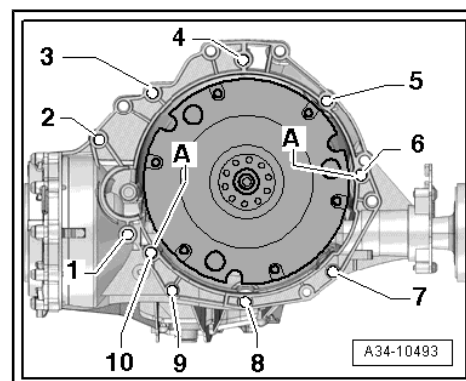
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 Note

- ◆ Bolt -2- secures the starter to the gearbox and has an additional spacer sleeve -arrow-.
- ◆ The spacer sleeve must be fitted between the starter and the gearbox.

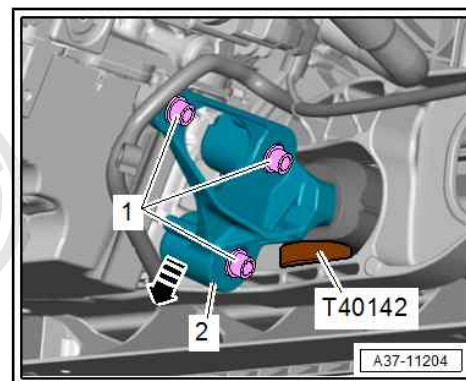


- Check that dowel sleeves -A- for centralising engine/gearbox are in the cylinder block; install any missing dowel sleeves.
- Check whether aluminium bolts for engine/gearbox connection can be reused and mark bolts if necessary ➔ [page 116](#).
- Join gearbox with engine and tighten bolts -6 ... 10-.



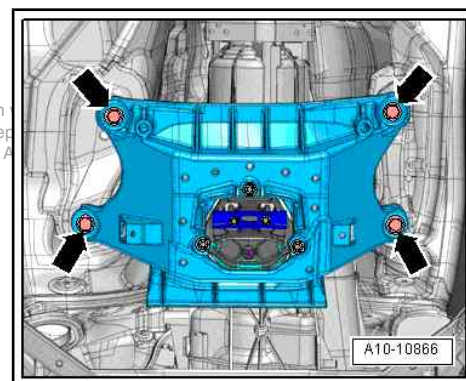
Vehicles with 4-cyl. TDI engine (PR-TD1):

- Loosen bolts -1- for torque reaction support -2- and remove piston compressing tool - T40142- .
- Raise gearbox and install tunnel cross member ➔ ["3.2 Removing and installing tunnel cross member"](#), [page 118](#) .
- Adjust and tighten torque reaction support -2- ➔ 4-cylinder TDI engine, 2.0 ltr. 4-valve common rail (EA 288 Gen. I); Rep. gr. 10 ; Assembly mountings .

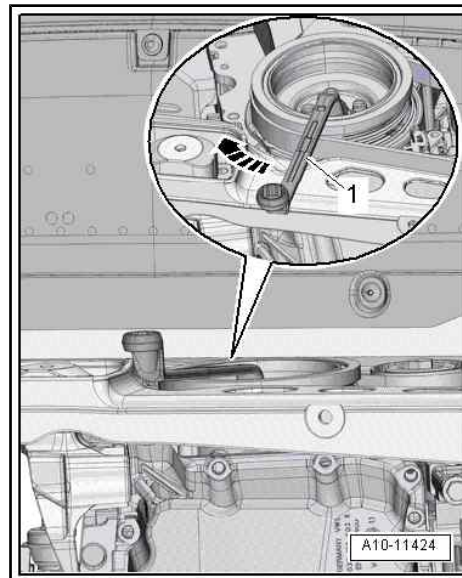


Continued for all vehicles:

- Raise gearbox and install tunnel cross member ➔ ["3.2 Removing and installing tunnel cross member"](#), [page 118](#) .
- Slacken tensioning strap and move engine and gearbox jack - V.A.G 1383 A- with gearbox support - T40173- out from underneath gearbox.



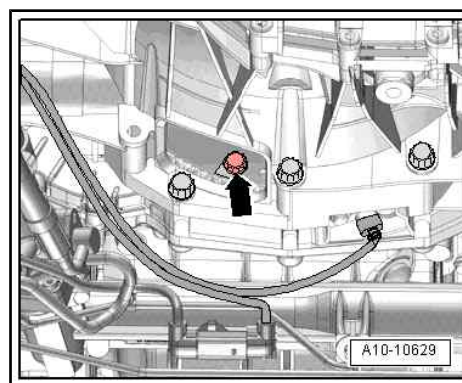
- Turn crankshaft at vibration damper 360° further in direction of engine rotation.
- Take out retainer - T40170- (transport lock) and assembly aid - T40169- .



Note

Use ring spanner insert, 16 mm - V.A.G 1332/14- , to tighten bolts.

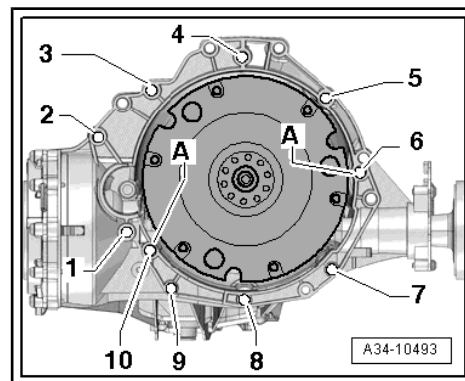
- Secure flywheel to drive plate as follows:
- Tighten first bolt -arrow- to 10 Nm and loosen again; then tighten to 2 Nm (hand-tight).
- Turn crankshaft at vibration damper 120° further in direction of engine rotation.
- Screw in next bolt -arrow- in this crankshaft position and tighten to 60 Nm.
- Turn crankshaft 120° further in direction of engine rotation, screw in next bolt and tighten to 60 Nm (follow this step for each bolt).
- Turn crankshaft 120° further in direction of engine rotation and tighten final bolt to 60 Nm.



Remaining installation steps are carried out in reverse sequence; note the following:

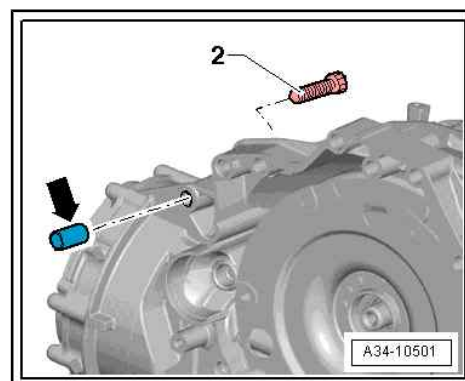
- Secure intermediate steering shaft to steering rack ➔ Running gear, axles, steering; Rep. gr. 48 ; Steering column; Exploded view - steering column .
- Install selector lever cable ➔ [page 34](#) .
- Install ATF lines ➔ [page 138](#) .
- Secure drive shafts (left and right) to flange shafts of gearbox ➔ Running gear, axles, steering; Rep. gr. 40 ; Drive shaft; Exploded view - drive shaft .
- Install heat shield for drive shaft ➔ [page 114](#) .

- Tighten remaining gearbox/engine securing bolts -2 ... 5-.



Note

- ◆ Bolt -2- secures the starter to the gearbox and has an additional spacer sleeve -arrow-.
- ◆ The spacer sleeve must be fitted between the starter and the gearbox.
- Install hydraulic lines for power steering ⇒ Running gear, axles, steering; Rep. gr. 48 ; Hydraulic power steering; Exploded view - hydraulic lines, reservoir .
- Install subframe cross brace ⇒ Running gear, axles, steering; Rep. gr. 40 ; Subframe; Exploded view - subframe .
- Install diagonal struts ⇒ Running gear, axles, steering; Rep. gr. 40 ; Subframe; Exploded view - subframe .
- Install plenum chamber partition panel ⇒ General body repairs, exterior; Rep. gr. 50 ; Bulkhead; Exploded view - plenum chamber partition panel .
- Install noise insulation ⇒ General body repairs, exterior; Rep. gr. 66 ; Noise insulation; Exploded view - noise insulation .
- Observe measures required after connecting battery ⇒ Electrical system; Rep. gr. 27 ; Battery; Disconnecting and connecting battery .



Caution

Overvoltage can cause irreparable damage to control units.

- ◆ Do not use charger for boost starting.

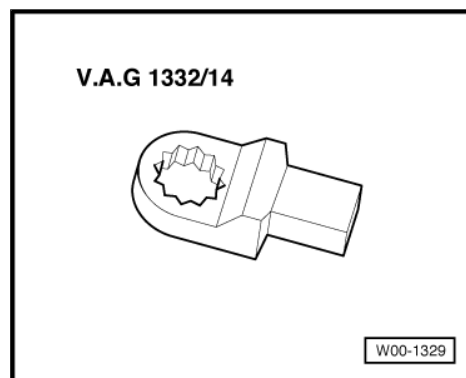
- Check selector lever cable and adjust if necessary
⇒ [page 39](#) . Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by AUDI AG. AUDI AG does not guarantee or accept any liability
- Check ATF level and top up as required ⇒ [page 124](#) . Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by AUDI AG.
- After performing repair work on gearbox, check gear oil level in front final drive and top up if necessary ⇒ [page 153](#) .

2.2.4 Installing gearbox, vehicles with 2.7 ltr./ 3.0 ltr. TDI engine

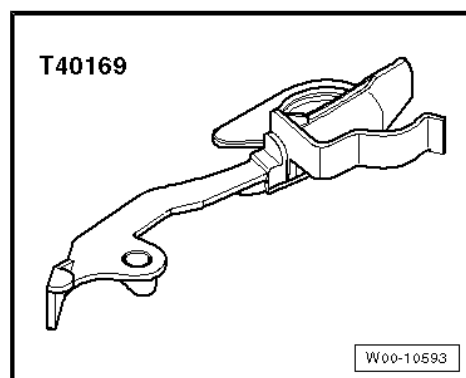
Special tools and workshop equipment required



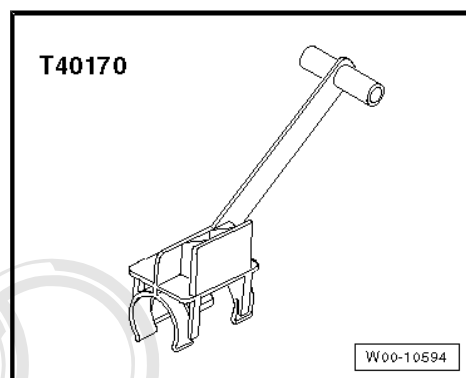
- ◆ Ring spanner insert, 16 mm - V.A.G 1332/14-



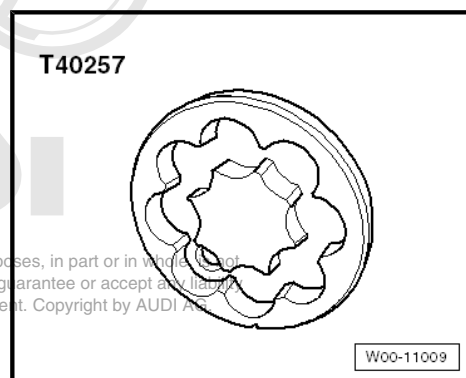
- ◆ Assembly aid - T40169-



- ◆ Transportation lock - T40170-

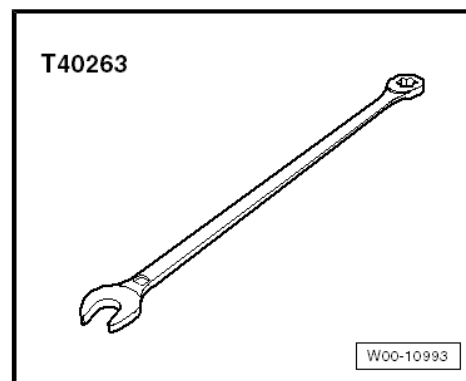


- ◆ Turning over tool - T40257-

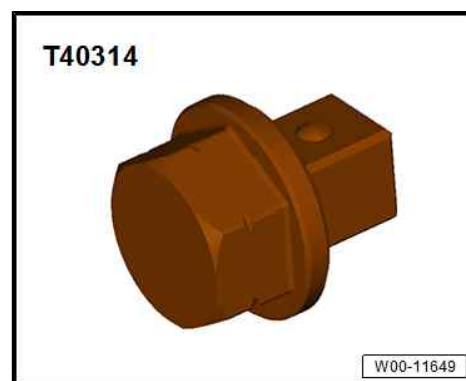


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- ◆ Wrench 21 mm - T40263-



- ◆ Adapter -T40314-



Procedure



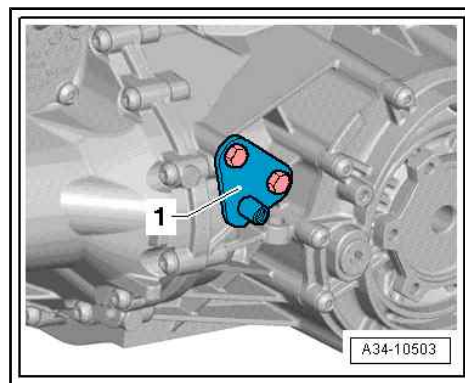
Note

- ◆ *Renew bolts which are tightened by turning through a specified angle.*
- ◆ *Renew self-locking nuts and bolts, and seals, O-rings and gaskets.*
- ◆ *Hose connections and charge air system hoses must be free of oil and grease prior to fitting.*
- ◆ *Secure all hose connections with the correct type of hose clips (same as original equipment) ⇒ Electronic parts catalogue .*
- ◆ *To ensure that the charge air hoses can be connected securely, you must spray the screws on used screw-type clips with rust remover prior to installation.*
- ◆ *Re-attach all cable ties at the same locations when re-installing.*

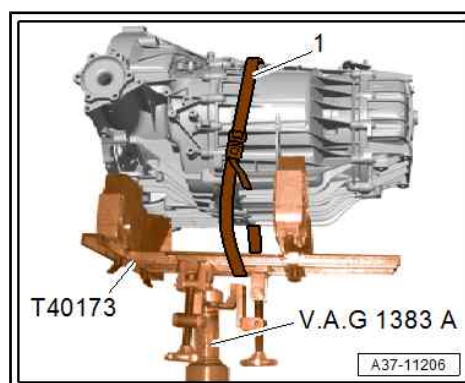
Tightening torques for installing gearbox ⇒ [page 113](#)

- Before fitting a replacement gearbox, always blow through the ATF cooler and ATF lines with compressed air (not more than 10 bar) ⇒ [page 142](#) .
- Before installing, it is important to clean any residue from threads in cylinder block using a tap.

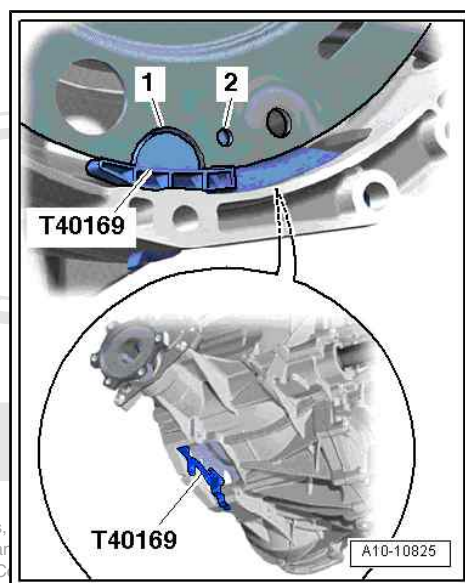
- When fitting a replacement gearbox: attach gearbox support, gearbox mounting and tunnel cross member to new gearbox ➔ [page 118](#) .
- Attach bracket -1- for exhaust system mounting to new gearbox ➔ Rep. gr. 26 ; Exhaust pipes/silencers; Exploded view - silencers .



- Position gearbox on gearbox support - T40173- and secure with tensioning strap -1-, as shown in illustration.



- The following preparations must be made before joining the engine and gearbox:
- Insert assembly aid - T40169- into gearbox housing and dual-mass flywheel from below, as shown in illustration.

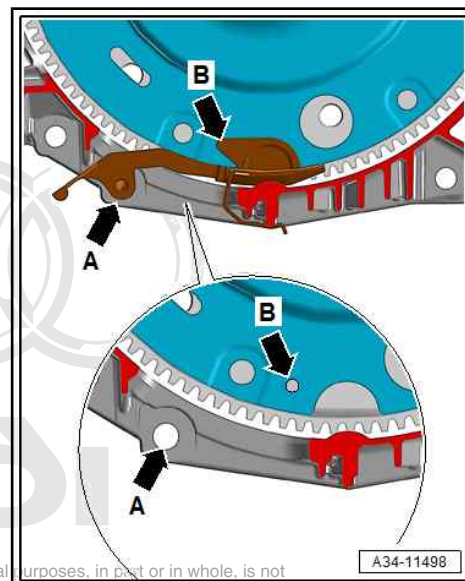


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- The assembly tool must engage in the semi-circular recess and in the hole (-arrow A- and -arrow B-).

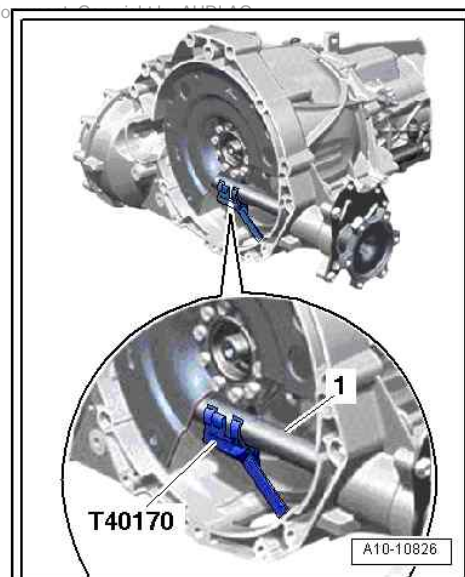
 Note

There is only one inspection hole at the periphery; turn the dual-mass flywheel accordingly.

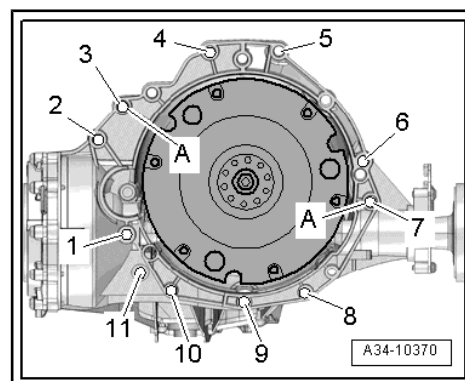


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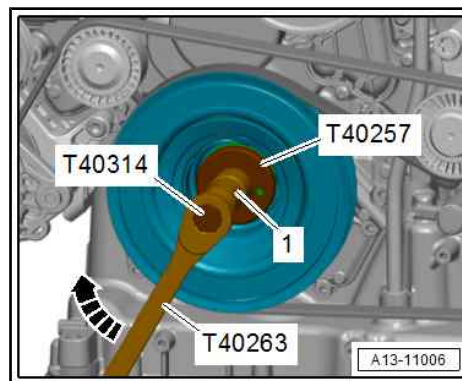
- Insert transportation lock - T40170- into gearbox housing from below and clamp onto flange shaft -1-.



- Check that dowel sleeves -A- for centralising engine/gearbox are in the cylinder block; install any missing dowel sleeves.
- Check whether aluminium bolts for engine/gearbox connection can be reused and mark bolts if necessary ➔ [page 117](#).
- Join gearbox with engine and tighten bolts -7 ... 11-.
- Install tunnel cross member
➔ ["3.2 Removing and installing tunnel cross member", page 118](#).
- Slacken tensioning strap and move engine and gearbox jack - V.A.G 1383 A- with gearbox support - T40173- out from underneath gearbox.
- Slightly press flywheel -2- using lever -1- against drive plate -3- in direction of -arrow-.

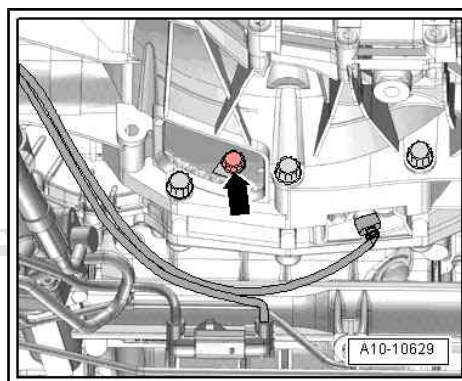


- Turn crankshaft at vibration damper 360° further in direction of engine rotation.
- Take out retainer - T40170- (transport lock) and assembly aid - T40169- .

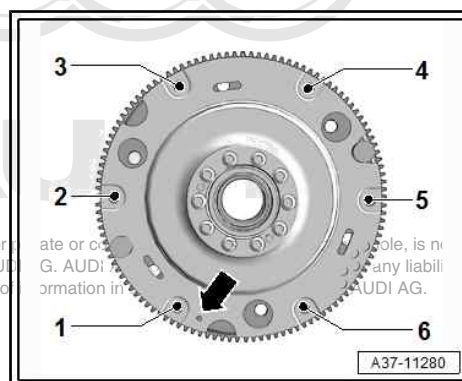


Note

Use ring spanner insert, 16 mm - V.A.G 1332/14- , to tighten bolts.



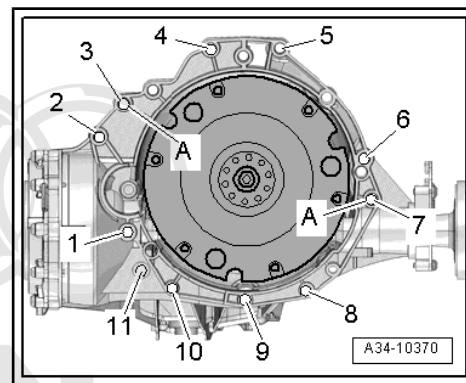
- Secure flywheel to drive plate as follows:
- Tighten first bolt -1- to 10 Nm and loosen again; then tighten to 2 Nm (hand-tight).
- Turn crankshaft via vibration damper 180° further in direction of engine rotation, screw in bolt -4- and tighten to 60 Nm.
- Turn crankshaft 60° further in direction of engine rotation (for each bolt), screw in bolts -5- and -6- and tighten to 60 Nm.
- Turn crankshaft 60° further in direction of engine rotation and tighten bolt -1- to 60 Nm.
- Turn crankshaft 60° further in direction of engine rotation (for each bolt), screw in bolts -2- and -3- and tighten to 60 Nm.



Remaining installation steps are carried out in reverse sequence; note the following:

- Secure intermediate steering shaft to steering rack ⇒ Running gear, axles, steering; Rep. gr. 48 ; Steering column; Exploded view - steering column .
- Install selector lever cable ⇒ [page 34](#) .
- Install ATF lines ⇒ [page 138](#) .
- Secure drive shafts (left and right) to flange shafts of gearbox ⇒ Running gear, axles, steering; Rep. gr. 40 ; Drive shaft; Exploded view - drive shaft .
- Install heat shield for drive shaft ⇒ [page 114](#) .

- Tighten remaining gearbox/engine securing bolts -3 ... 5-.
- Install particulate filter and, if necessary, front exhaust pipe ⇒ Rep. gr. 26 ; Exhaust pipes/silencers; Exploded view - silencers .
- Install subframe cross brace ⇒ Running gear, axles, steering; Rep. gr. 40 ; Subframe; Exploded view - subframe .
- Install diagonal struts ⇒ Running gear, axles, steering; Rep. gr. 40 ; Subframe; Exploded view - subframe .
- Install noise insulation ⇒ General body repairs, exterior; Rep. gr. 66 ; Noise insulation; Exploded view - noise insulation .
- Observe measures required after connecting battery ⇒ Electrical system; Rep. gr. 27 ; Battery; Disconnecting and connecting battery .



Caution

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Overvoltage can cause irreparable damage to control units.

◆ **Do not use charger for boost starting.**

- Check selector lever cable and adjust if necessary
⇒ [page 39](#) .
- Check ATF level and top up as required ⇒ [page 124](#) .
- After performing repair work on gearbox, check gear oil level in front final drive and top up if necessary ⇒ [page 153](#) .

2.3 Tightening torques for gearbox



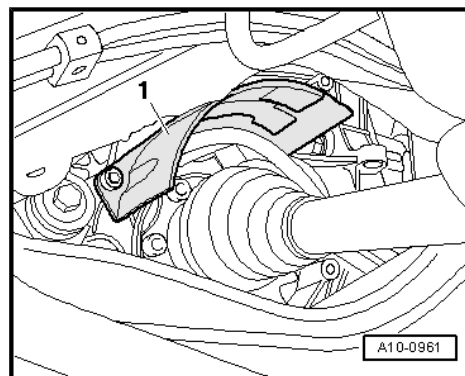
Note

- ◆ *Tightening torques apply only to lightly greased, oiled, phosphated or black-finished nuts and bolts.*
- ◆ *Additional lubricant such as engine or gear oil may be used, but do not use graphite lubricant.*
- ◆ *Do not use parts which have been degreased.*
- ◆ *Tolerance for tightening torques is ± 15 %.*

Component		Nm
Bolts and nuts	M6	9
	M7	15
	M8	20
	M10	40
	M12	65
Dual-mass flywheel to drive plate		60 ¹⁾
• ¹⁾ Renew bolts.		

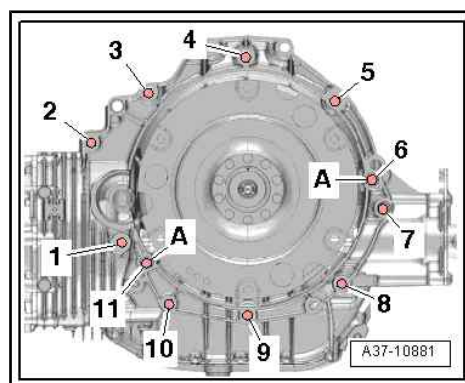
Heat shield for drive shaft - tightening torque

- Tighten bolts for drive shaft heat shield (right-side) -1- to 23 Nm.



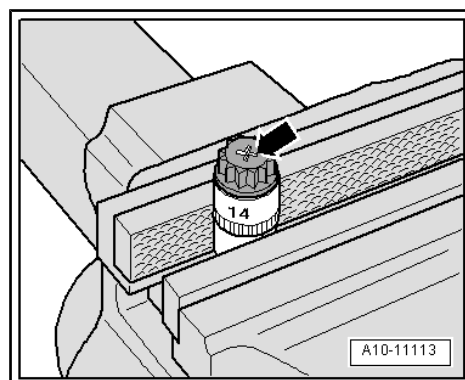
Engine/gearbox attachment (1.8 ltr., 2.0 ltr. TFSI engine)

Item	Bolt	Nm
1 ¹⁾	M10x50 ²⁾	65
2 ³⁾ , 7	M12x100 ⁴⁾⁵⁾	30 + 90°
3, 6	M12x75 ⁴⁾⁵⁾	30 + 90°
4, 5	M12x120 ⁴⁾⁵⁾	30 + 90°
8, 9, 10	M10x75 ⁴⁾⁵⁾	15 + 90°
11	M12x50 ⁴⁾⁵⁾	30 + 90°
A	Dowel sleeves for centralising	



- 1¹⁾ Also secures starter.
- 2²⁾ Property class 10.9. The steel bolt can be re-used any number of times.
- 3³⁾ Also secures starter, with additional spacer sleeve between starter and gearbox.
- 4⁴⁾ Audi A4 vehicles up to vehicle identification no. 8K-9A-066499, Audi A5 vehicles up to vehicle identification no. 8T-9A-007999: renew aluminium bolts.
- 5⁵⁾ Audi A4 vehicles from vehicle identification no. 8K-9A-066500 onwards, Audi A5 vehicles from vehicle identification no. 8T-9A-008000: aluminium bolts can be used twice only ➤ [page 114](#).

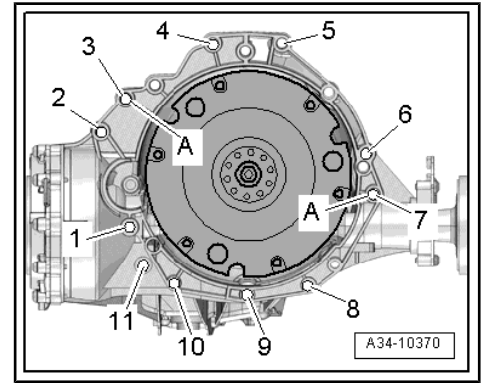
- ◆ Audi A4 vehicles from vehicle identification no. 8K-9A-066500 onwards, Audi A5 vehicles from vehicle identification no. 8T-9A-008000 onwards: aluminium bolts -2 ... 11- can be used twice only. After they have been used once, an "X" -arrow must therefore be chiselled onto the bolts.
- ◆ To prevent damage to the bolts, they must not be clamped in a vice when marking them. Clamp a 14 mm socket with 1/2" drive in the vice instead, and insert the bolt into the socket, as shown in illustration.
- ◆ Bolts marked with an "X" must not be used again.



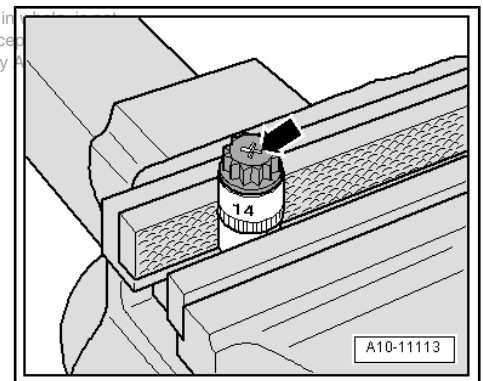
Engine/gearbox attachment (3.2 ltr. FSI engine)

Item	Bolt	Nm
1 ¹⁾	M10x50 ²⁾	65
2 ³⁾ ... 6	M12x100 ⁴⁾⁵⁾	30 + 90°
7	M12x125 ⁴⁾⁵⁾	30 + 90°
8, 11	M10x60 ⁴⁾⁵⁾	15 + 90°
9, 10	M10x95 ⁴⁾⁵⁾	15 + 90°
A	Dowel sleeves for centralising	

- ¹⁾ Also secures starter.
- ²⁾ Property class 10.9. The steel bolt can be re-used any number of times.
- ³⁾ Also secures starter.
- ⁴⁾ Audi A4 vehicles up to vehicle identification no. 8K-9A-066499, Audi A5 vehicles up to vehicle identification no. 8T-9A-007999: renew aluminium bolts.
- ⁵⁾ Audi A4 vehicles from vehicle identification no. 8K-9A-066500 onwards, Audi A5 vehicles from vehicle identification no. 8T-9A-008000: aluminium bolts can be used twice only ➔ [page 115](#) .

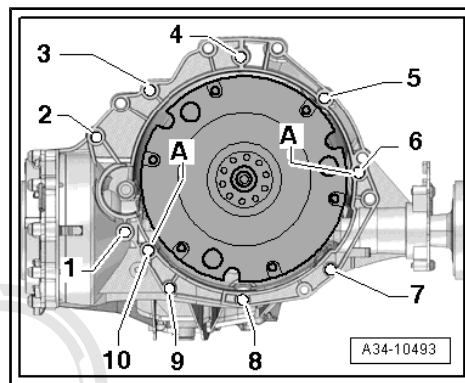


- ◆ Audi A4 vehicles from vehicle identification no. 8K-9A-066500 onwards, Audi A5 vehicles from vehicle identification no. 8T-9A-008000 onwards: aluminium bolts - 2 ... 11 - can be used twice only. After they have been used once, an "X" -arrow- must therefore be chiselled onto the bolts.
- ◆ To prevent damage to the bolts, they must not be clamped in a vice when marking them. Clamp a 14 mm socket with 1/2" drive in the vice instead, and insert the bolt into the socket, as shown in illustration.
- ◆ Bolts marked with an "X" must not be used again.



Engine/gearbox attachment (2.0 ltr. TDI engine)

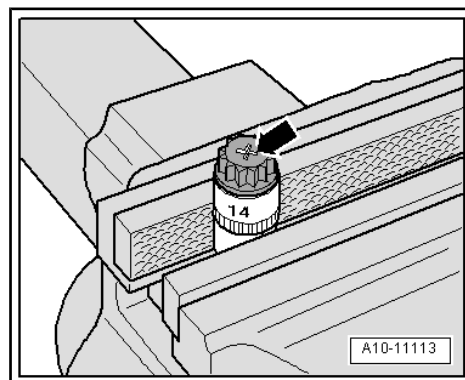
Item	Bolt	Nm
1 ¹⁾	M10x50 ²⁾	65
2 ³⁾	M12x100 ⁴⁾⁵⁾	30 + 90°
3 ⁶⁾ , 6	M12x75 ⁴⁾⁵⁾	30 + 90°
4, 5 ⁶⁾	M12x120 ⁴⁾⁵⁾	30 + 90°
7 ... 9	M10x75 ⁴⁾⁵⁾	15 + 90°
10	M12x50 ⁴⁾⁵⁾	30 + 90°
A	Dowel sleeves for centralising	



- 1¹⁾ Also secures starter.
- 2²⁾ Property class 10.9. The steel bolt can be re-used any number of times.
- 3³⁾ Also secures starter, with additional spacer sleeve between starter and gearbox.
- 4⁴⁾ Audi A4 vehicles up to vehicle identification no. 8K-9A-066499, Audi A5 vehicles up to vehicle identification no. 8T-9A-007999: renew aluminium bolts.
- 5⁵⁾ Audi A4 vehicles from vehicle identification no. 8K-9A-066500 onwards, Audi A5 vehicles from vehicle identification no. 8T-9A-008000: aluminium bolts can be used twice only ⇒ [page 116](#).
- 6⁶⁾ Also secures bracket for wiring.

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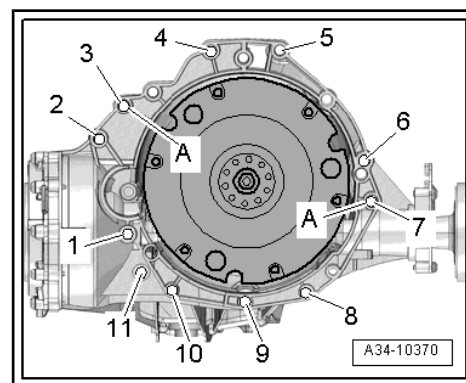
- ◆ Audi A4 vehicles from vehicle identification no. 8K-9A-066500 onwards, Audi A5 vehicles from vehicle identification no. 8T-9A-008000 onwards: aluminium bolts -2 ... 10- can be used twice only. After they have been used once, an "X" -arrow- must therefore be chiselled onto the bolts.
- ◆ To prevent damage to the bolts, they must not be clamped in a vice when marking them. Clamp a 14 mm socket with 1/2" drive in the vice instead, and insert the bolt into the socket, as shown in illustration.
- ◆ Bolts marked with an "X" must not be used again.



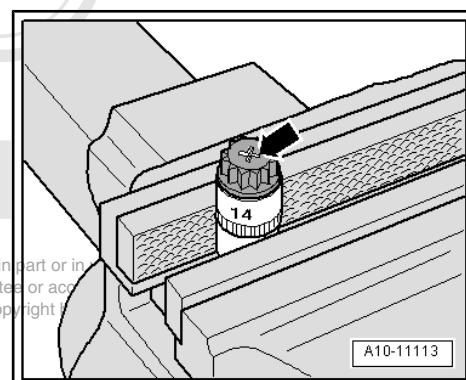
Engine/gearbox attachment (2.7 ltr./3.0 ltr. TDI engine)

Item	Bolt	Nm
1 ¹⁾	M10x50 ²⁾	65
2 ³⁾ ... 6	M12x100 ⁴⁾⁵⁾	30 + 90°
7	M12x125 ⁴⁾⁵⁾	30 + 90°
8, 11	M10x60 ⁴⁾⁵⁾	15 + 90°
9, 10	M10x95 ⁴⁾⁵⁾	15 + 90°
A	Dowel sleeves for centralising	

- ¹⁾ Also secures starter.
- ²⁾ Property class 10.9. The steel bolt can be re-used any number of times.
- ³⁾ Also secures starter.
- ⁴⁾ Audi A4 vehicles up to vehicle identification no. 8K-9A-066499, Audi A5 vehicles up to vehicle identification no. 8T-9A-007999: renew aluminium bolts.
- ⁵⁾ Audi A4 vehicles from vehicle identification no. 8K-9A-066500 onwards, Audi A5 vehicles from vehicle identification no. 8T-9A-008000: aluminium bolts can be used twice only ➔ [page 117](#) .



- ◆ Audi A4 vehicles from vehicle identification no. 8K-9A-066500 onwards, Audi A5 vehicles from vehicle identification no. 8T-9A-008000 onwards: aluminium bolts -2 ... 11- can be used twice only. After they have been used once, an "X" -arrow-must therefore be chiselled onto the bolts.
- ◆ To prevent damage to the bolts, they must not be clamped in a vice when marking them. Clamp a 14 mm socket with 1/2" drive in the vice instead, and insert the bolt into the socket, as shown in illustration.
- ◆ Bolts marked with an "X" must not be used again.



3 Assembly mountings

⇒ [“3.1 Exploded view - assembly mountings”, page 118](#)

⇒ [“3.2 Removing and installing tunnel cross member”, page 118](#)

⇒ [“3.3 Removing and installing gearbox support with gearbox mounting”, page 120](#)

3.1 Exploded view - assembly mountings

1 - Nut

- ☐ 3x
- ☐ 20 Nm

2 - Bolt

- ☐ 4x
- ☐ 70 Nm

3 - Bolt

- ☐ 40 Nm

4 - Nut

- ☐ 4x
- ☐ 20 Nm

5 - Gearbox support

- ☐ ⇒ [“3.3 Removing and installing gearbox support with gearbox mounting”, page 120](#)

6 - Gearbox mounting

- ☐ ⇒ [“3.3 Removing and installing gearbox support with gearbox mounting”, page 120](#)

7 - Stop (bottom)

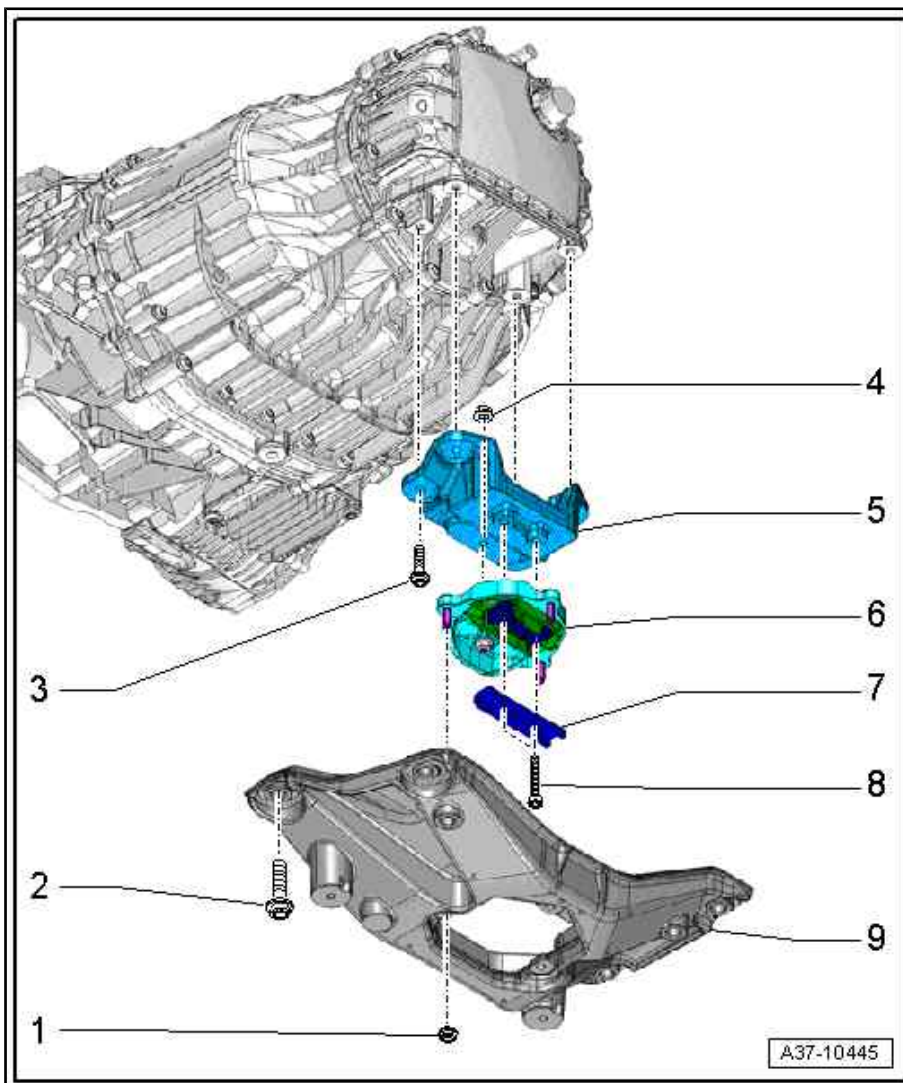
- ☐ For gearbox mounting

8 - Bolt

- ☐ 2x
- ☐ Renew
- ☐ 20 Nm + 90°

9 - Tunnel cross member

- ☐ ⇒ [“3.2 Removing and installing tunnel cross member”, page 118](#)

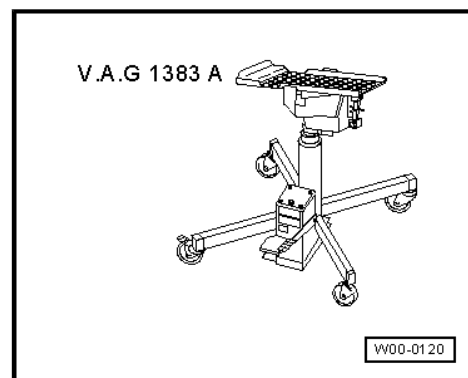


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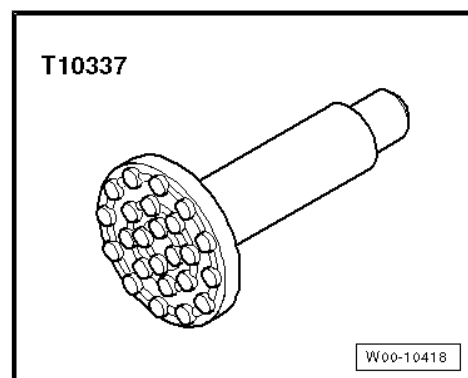
3.2 Removing and installing tunnel cross member

Special tools and workshop equipment required

◆ Engine and gearbox jack - V.A.G 1383 A-

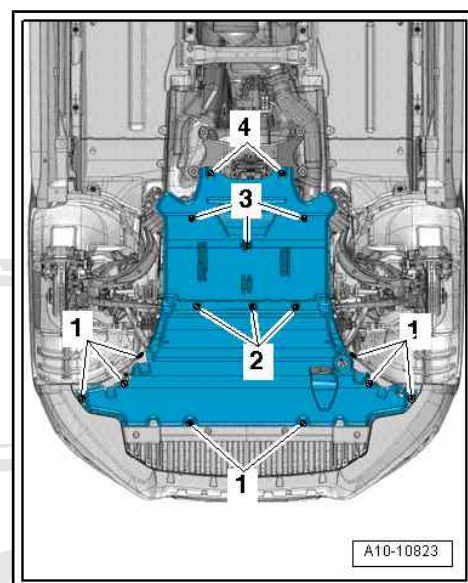


◆ Gearbox support - T10337-



Removing

- Remove rear noise insulation ⇒ General body repairs, exterior; Rep. gr. 66 ; Noise insulation; Removing and installing noise insulation .



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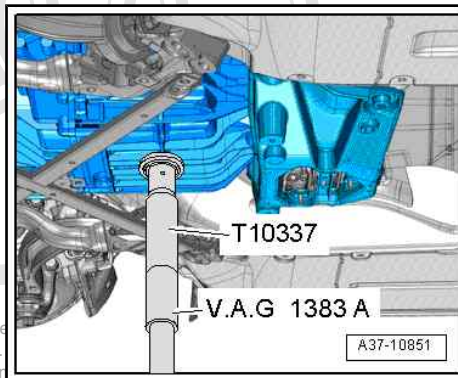
- Apply lifting column of engine and gearbox jack -V.A.G 1383 A- to gearbox from below (with gearbox support - T10337- attached).
- Raise gearbox slightly using engine and gearbox jack - V.A.G 1383 A- .



WARNING

Risk of accident.

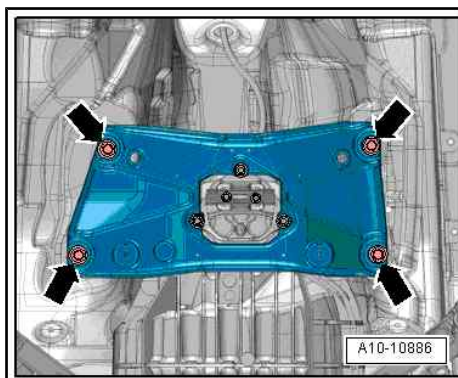
- ♦ **Engine and gearbox jack - V.A.G 1383 A- must remain in position when work is being carried out and must not be left unattended under the vehicle.**



Note

For illustration purposes, the gearbox support - T40173- is not shown.

- Remove bolts -arrows- for tunnel cross member.

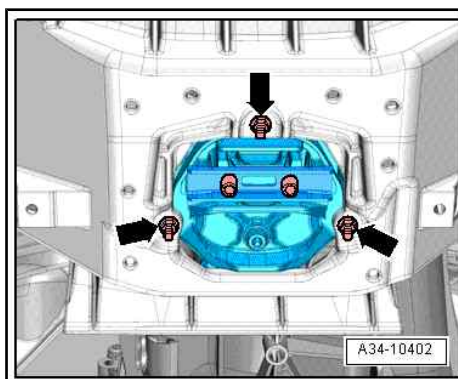


- Unscrew nuts -arrows- and remove tunnel cross member.

Installing

Installation is carried out in reverse sequence; note the following:

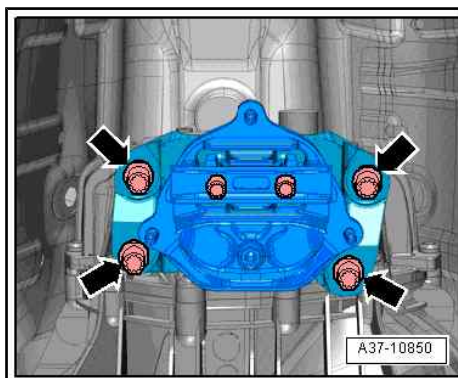
- Tightening torques
⇒ ["3.1 Exploded view - assembly mountings", page 118](#)
- Install rear noise insulation ⇒ General body repairs, exterior; Rep. gr. 66 ; Noise insulation; Exploded view - noise insulation .



3.3 Removing and installing gearbox support with gearbox mounting

Removing

- Remove tunnel cross member ⇒ [page 118](#) .
- Remove bolts -arrows- and detach gearbox support from gearbox together with gearbox mounting.

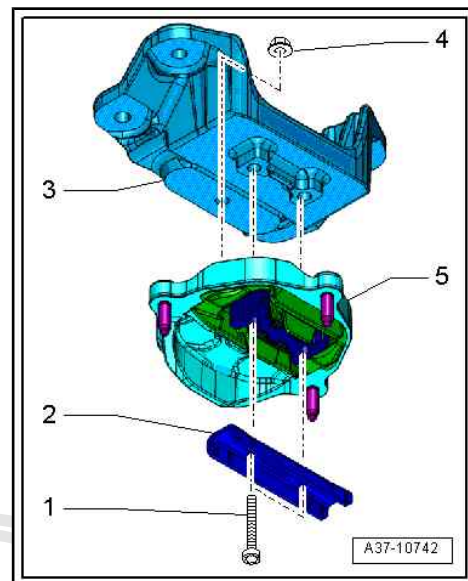


- Remove bolts -1- and detach stop -2- (bottom) for gearbox mounting.
- Remove nut -4- and detach gearbox mounting -5- from gear-box support.

Installing

Installation is carried out in reverse sequence; note the following:

- Tightening torques
⇒ ["3.1 Exploded view - assembly mountings", page 118](#)
- Install tunnel cross member ⇒ [page 118](#) .



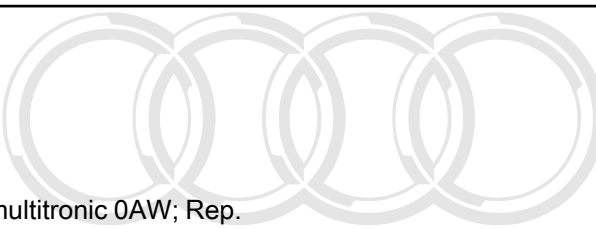
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4 Transporting gearbox

- Gearbox removed

Description of work sequence ⇒ Servicing multitronic 0AW; Rep.
gr. 37 ; Transporting gearbox



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5 **Securing to engine and gearbox support**

- Gearbox removed

Description of work sequence ⇒ Servicing multitronic 0AW; Rep.
gr. 37 ; Securing to engine and gearbox support



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6 ATF

⇒ [“6.1 Exploded view - ATF drain and inspection plugs in gearbox”, page 124](#)

⇒ [“6.2 Checking ATF level”, page 124](#)

⇒ [“6.3 Draining and filling ATF”, page 131](#)

6.1 Exploded view - ATF drain and inspection plugs in gearbox

1 - ATF filler and inspection plug

- ❑ Different versions have different ATF inspection plugs and different fluid level pipes. Always select correct version according to gearbox code letters in ⇒ [Electronic parts catalogue](#)

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Renew

- ❑ 30 Nm

2 - ATF fluid level pipe

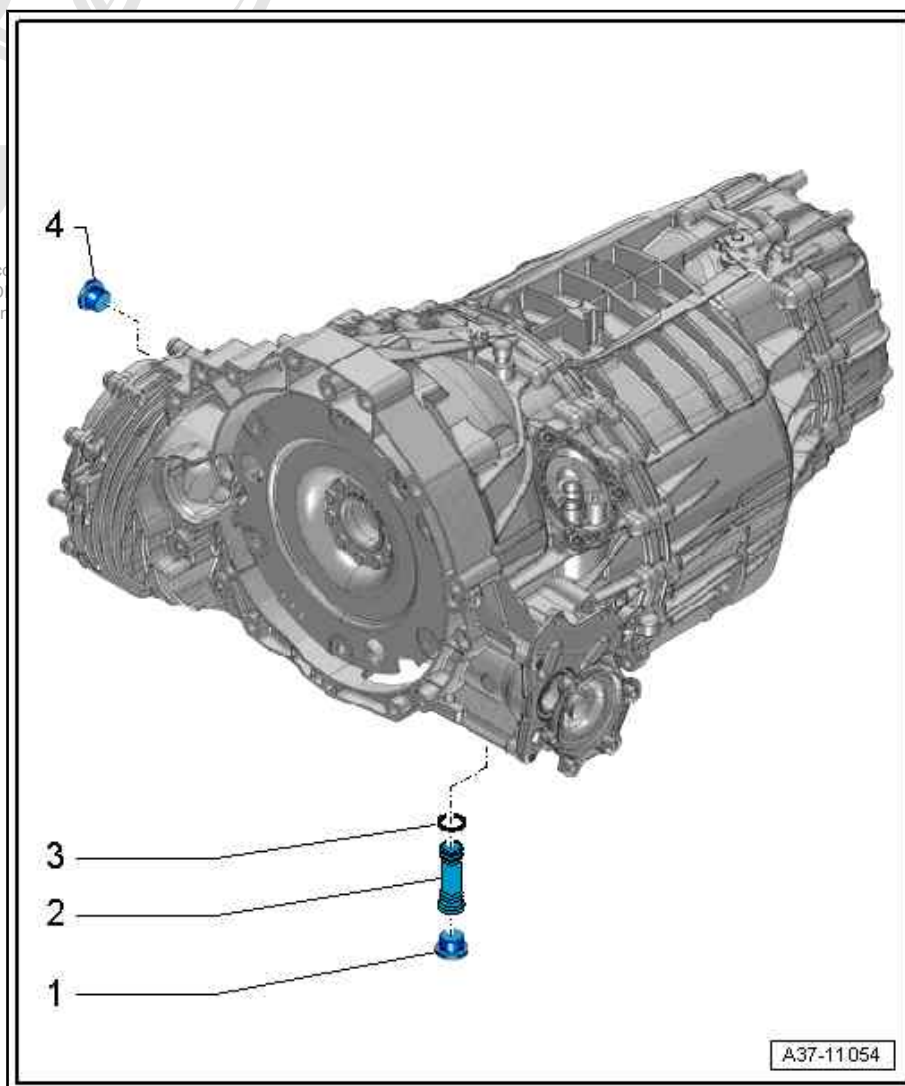
- ❑ Different versions have different ATF inspection plugs and different fluid level pipes. Always select correct version according to gearbox code letters in ⇒ [Electronic parts catalogue](#) .
- ❑ Always renew after removing ⇒ [page 133](#)

3 - O-ring

- ❑ Not fitted on all versions
- ❑ Not available separately

4 - Filler and inspection plug

- ❑ For gear oil in front final drive
- ❑ Tightening torque
⇒ [Item 7 \(page 151\)](#)

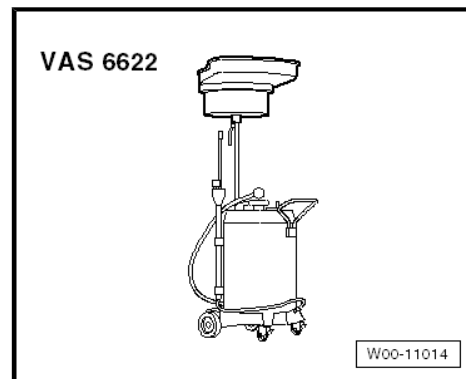


6.2 Checking ATF level

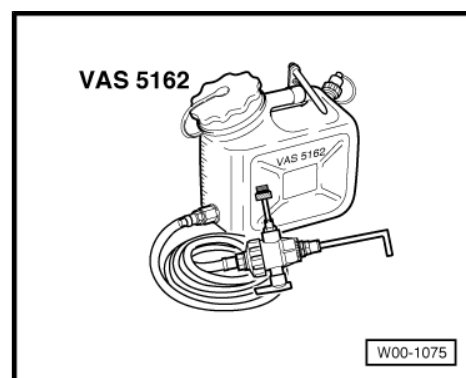
Special tools and workshop equipment required

- ◆ Vehicle diagnostic tester

- ◆ Used oil collection and extraction unit - VAS 6622-



- ◆ ATF charging device for CVT gearboxes - VAS 5162-



- ◆ Safety goggles

Preparations:



Note

- ◆ *The illustration on the reservoir of the ATF charging device for CVT gearboxes, VAS 5162, displays a warning in the top left corner to use ONLY the ATF specially formulated for CVT gearboxes.*

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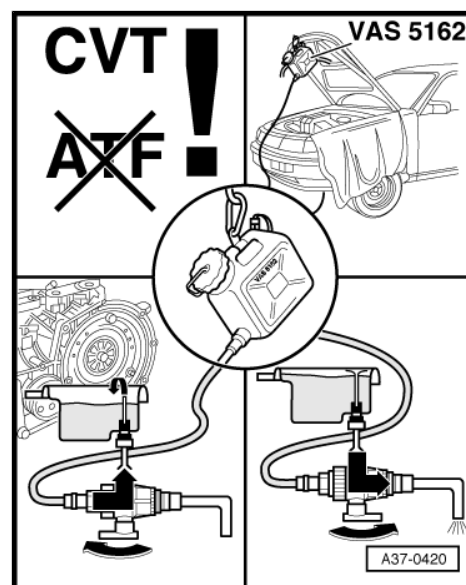
- ◆ *The illustration also shows the steps to follow when filling up; these are also described below.*



Caution

Risk of damage to gearbox

- ◆ *The engine must not be started if only a little or no ATF remains in gearbox after repair work or after excessive ATF leakage.*
- ◆ *In this case you need to fill the gearbox first with between 5.5 and 7 litres of ATF.*



- Different versions have ATF inspection plugs -A- of different lengths. The ATF inspection plug must be renewed after checking the ATF level. Always select correct version according to gearbox code letters in ➔ Electronic parts catalogue . To prevent damage to the gearbox, please check the new ATF inspection plug by comparing it with the old one.

Test conditions:

- Gearbox must not be in emergency running (backup) mode.
- Vehicle must be absolutely horizontal (drive it onto a four-pillar lifting platform or over an inspection pit).
- Selector lever in "P".
- Electromechanical parking brake applied.
- Extractor hose(s) of an exhaust gas extractor (switched on) must be connected.
- The air-conditioner and heating system must be switched off.
- Vehicle diagnostic tester is connected.
- The ATF temperature at the beginning of the test must not be higher than 30 °C. If necessary, first allow the gearbox to cool down.

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Note

- ◆ *The ATF temperature is taken from the reading on the vehicle diagnostic tester .*
- ◆ *ATF level will change depending on ATF temperature.*
- ◆ *If ATF level is checked when ATF temperature is too low, this will lead to overfilling.*
- ◆ *If ATF level is checked when ATF temperature is too high, this will lead to underfilling.*
- ◆ *Both overfilling and underfilling will impair the function of the gearbox.*
- ◆ *The ATF temperature is taken from the reading on the vehicle diagnostic tester .*

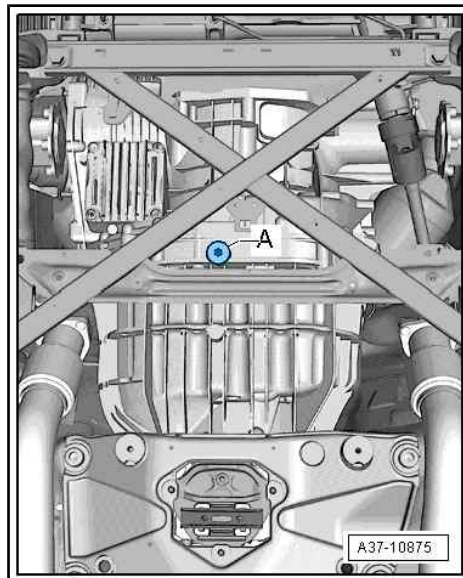
Checking and correcting ATF level



Note

The ATF filler and inspection plug must be renewed.

- Using the vehicle diagnostic tester in "Guided Fault Finding" mode, go to Function/Component Selection and select the following menu items:
- ◆ Drive system
- ◆ 0AW gearbox
- ◆ 01 - Self-diagnosis compatible systems
- ◆ 02 - Gearbox electronics
- ◆ 02 - Gearbox electronics, Functions
- ◆ 02 - Measured values



- Select the value for Gearbox oil temperature (ATF) from the menu.
- Read off ATF temperature.



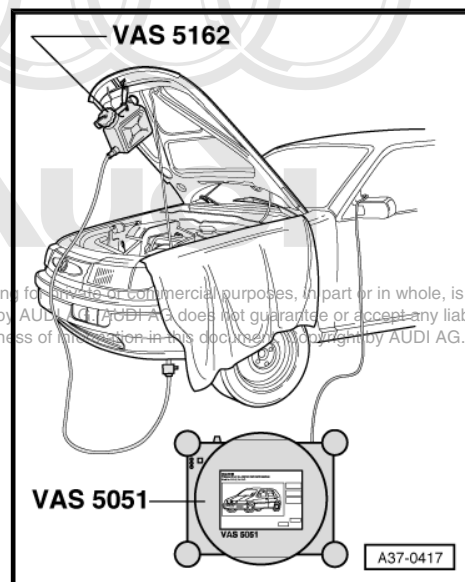
Caution

Risk of damage to gearbox

Risk of damage to gearbox

- ◆ **Select the correct type of ATF ⇒ Electronic parts catalogue . Only the ATF available as a replacement part for "multitronic 0AW, front-wheel drive" may be used in this gearbox.**
- ◆ **The ATF must NOT be mixed with other types of ATF, even in small quantities. Otherwise this could cause malfunctions and/or failure of the gearbox.**
- ◆ **The ATF charging device must be clean and the ATF must not be mixed with other types of lubricant!**

- Fill reservoir of ATF charging device for CVT gearboxes - VAS 5162- with ATF for "multitronic 0AW, front-wheel drive"; ATF specification ⇒ Electronic parts catalogue .
- Secure reservoir for ATF charging device as high as possible on vehicle.
- The stopcock on ATF charging device for CVT gearboxes - VAS 5162- must be closed.



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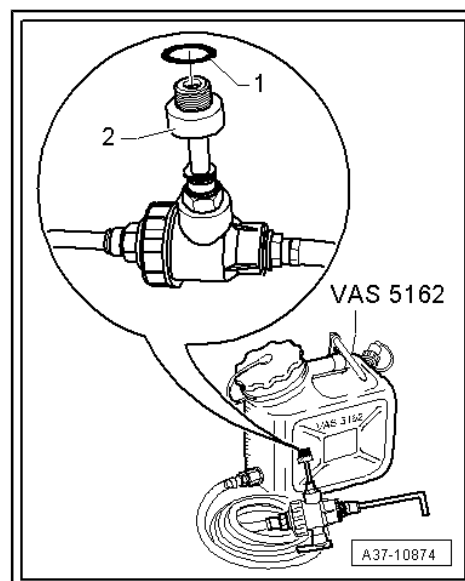
- Remove O-ring -1- at connection -2- on ATF charging device for CVT gearboxes - VAS 5162- .



Caution

There is a risk of filling the gearbox incorrectly.

- ◆ **The connection -2- must be screwed hand-tight all the way into the ATF inspection hole on the gearbox with the O-ring removed.**
- ◆ **The O-ring must be removed at the connection -2- so that the fluid level pipe in the inspection hole can be pressed into the upper position.**
- ◆ **Only then can the ATF level be checked and topped up to the maximum correctly.**

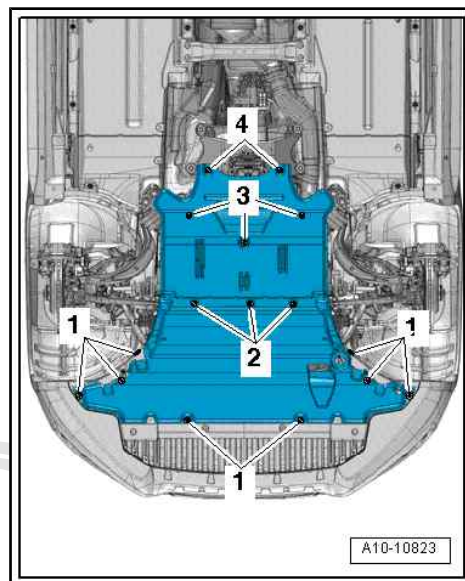


- Remove rear noise insulation ⇒ General body repairs, exterior; Rep. gr. 66 ; Noise insulation; Removing and installing noise insulation .



Note

- ◆ *Rev engine up to approx. 2500 rpm immediately after starting.*
- ◆ *The engine must be revved up to vent air from the ATF pump.*
- ◆ *The ATF cannot be topped up to the correct level if the engine is not run at increased speed as described.*
- Start engine with selector lever in position “P”.
- Press accelerator pedal to rev engine briefly up to 2500 rpm.
- With brake pedal depressed, move selector lever to positions “R” and “D” alternately (leave for approx. two seconds in each position with engine running at idling speed).
- Repeat procedure three times.
- With the brake pedal depressed, shift through all selector lever positions (“P”, “R”, “N”, “D/S”) and hold in each position for approx. 2 seconds (at idling speed).



Note

- ◆ *The ATF level can be checked at the ATF inspection plug.*
- ◆ *The ATF level is correct if a small amount of fluid comes out at the ATF inspection plug when ATF temperature is between 35°C and 45°C, or 50°C in hot climates (the fluid level rises due to expansion as it warms up).*

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- Place used oil collection and extraction unit - VAS 6622- below gearbox.



WARNING

Risk of eye injury.

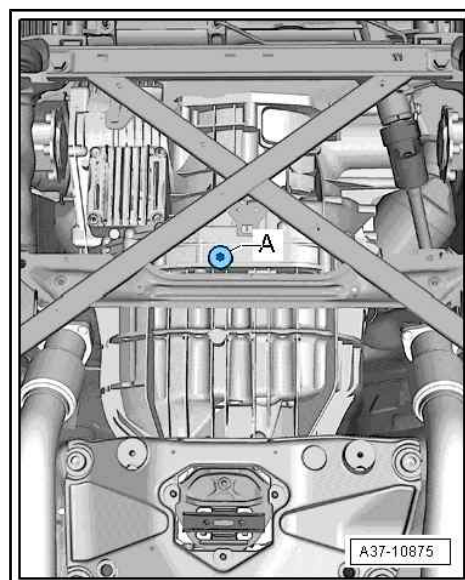
- ◆ *Put on safety goggles.*

- When the ATF has reached a temperature of 35°C, unscrew ATF inspection plug -A-.



Note

- ◆ *When the plug is opened, approx. 5 to 10 cl of ATF will always run out of the internal fluid level pipe.*
- ◆ *Always adhere to waste disposal regulations.*



- With O-ring removed, screw connection of ATF charging device for CVT gearboxes - VAS 5162- hand-tight all the way into threaded hole for ATF inspection plug.

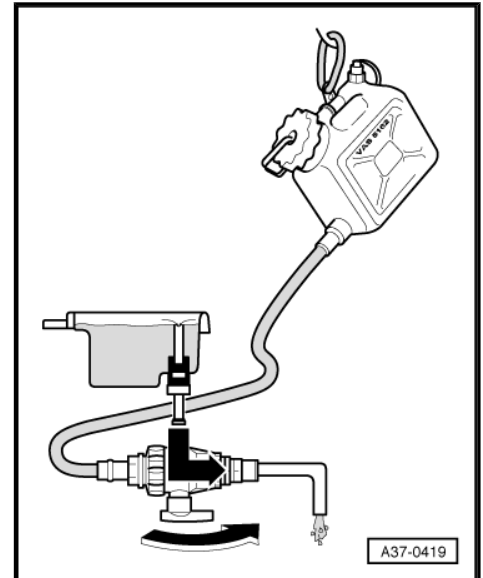
 Note

This will push the fluid level pipe into the correct (top) installation position.

- Check ATF level by turning stopcock in direction of drain pipe -lower arrow-.

At 35 °C, there should be a flow of ATF from the inspection hole (strong at first, then steady).

- Wait until only a small amount of ATF can be seen emerging.



- Tighten new ATF inspection plug -A-

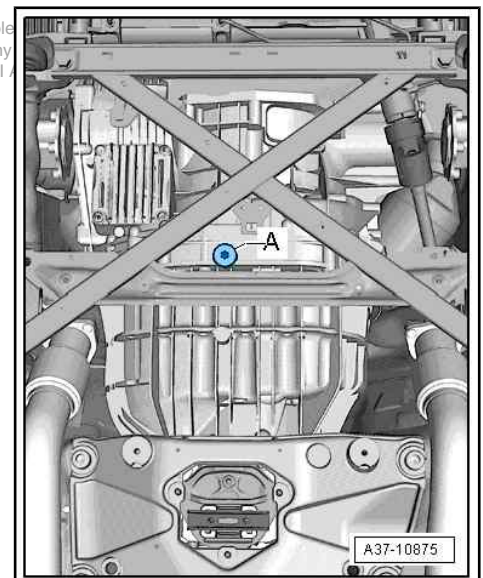
 Note

Different versions have ATF inspection plugs of different lengths. Always select correct version according to gearbox code letters in ➔ Electronic parts catalogue . To prevent damage to the gearbox, please check the new ATF inspection plug by comparing it with the old one.

- Tightening torque ➔ [Item 1 \(page 124\)](#)

 Note

- ◆ *ATF inspection plug must be screwed in again at the latest when ATF reaches temperature of 45 °C (countries with hot climates: 50 °C).*
- ◆ *If ATF temperature exceeds 45 °C, too much fluid will escape as it expands when heated. In this case the quantity of fluid in the gearbox is NOT sufficient!*

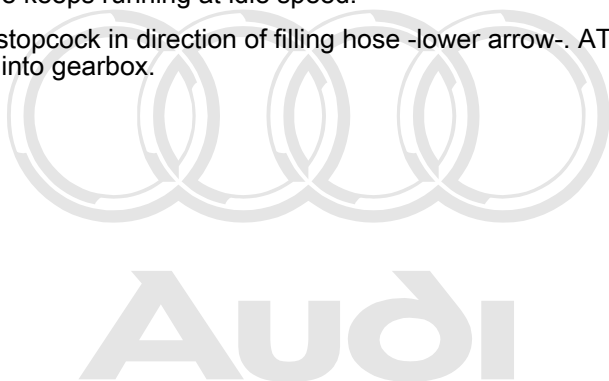


The ATF level check is now completed.

If no ATF (or only a few drops) has emerged from the inspection hole by the time the temperature has reached 40 °C, top up ATF ➔ [page 130](#) .

Filling up ATF

- Engine keeps running at idle speed.
- Turn stopcock in direction of filling hose -lower arrow-. ATF flows into gearbox.



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- Check ATF level by turning stopcock in direction of drain pipe -lower arrow-.



Note

Approx. 5 to 10 cl of ATF will always run out of internal fluid level pipe.

- If no additional ATF emerges, turn stopcock back in direction of filler hose and allow some more ATF to flow into gearbox; check ATF level repeatedly.

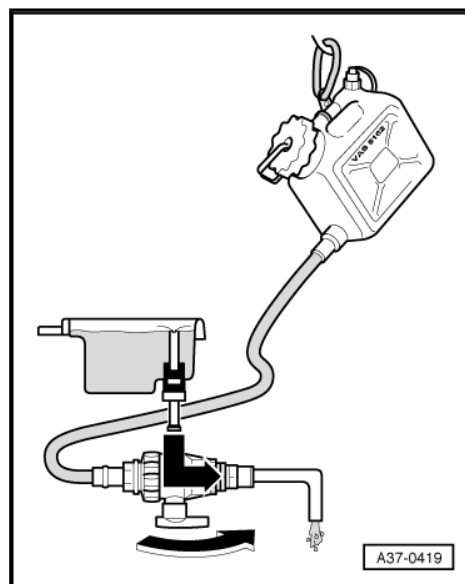
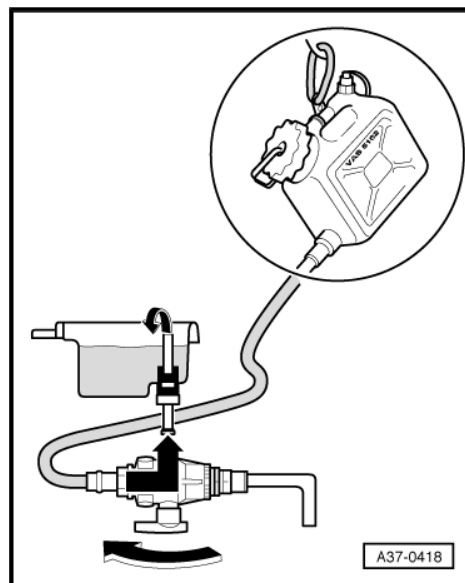
At 35 °C, there should be a flow of ATF from the inspection hole (strong at first, then steady); repeat filling procedure if necessary.

- Wait until only a small amount of ATF can be seen emerging.
- Once correct ATF level has been reached, disconnect ATF charging device for CVT gearboxes - VAS 5162- again.



Note

ATF will continue to flow after the connection has been removed.



- Tighten new ATF inspection plug -A-.



Note

Different versions have ATF inspection plugs of different lengths. Always select correct version according to gearbox code letters in ➔ Electronic parts catalogue . To prevent damage to the gearbox, please check the new ATF inspection plug by comparing it with the old one.

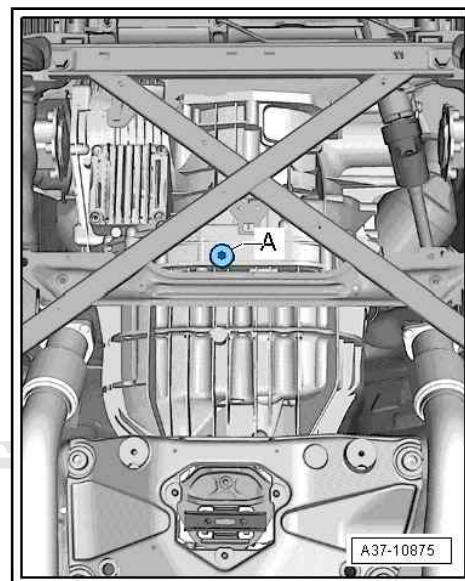
- Tightening torque ➔ [Item 1 \(page 124\)](#)



Note

- ◆ *ATF inspection plug -A- must be screwed in again at the latest when ATF reaches temperature of 45 °C (countries with hot climates: 50 °C).*
- ◆ *If ATF temperature exceeds 45 °C, too much fluid will escape as it expands when heated. In this case the quantity of fluid in the gearbox is NOT sufficient!*

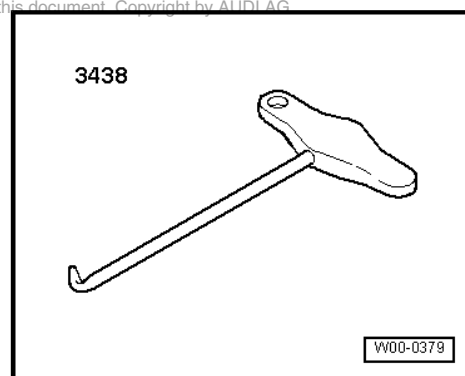
- Install rear noise insulation ➔ General body repairs, exterior; Rep. gr. 66 ; Noise insulation; Exploded view - noise insulation .



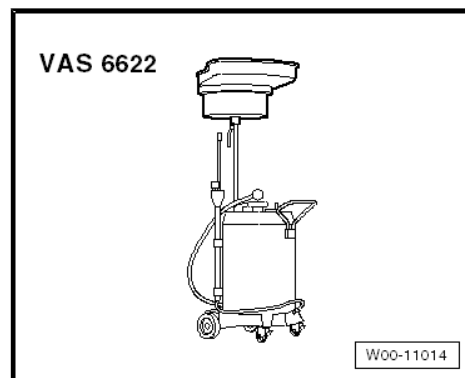
6.3 Draining and filling ATF

Special tools and workshop equipment required

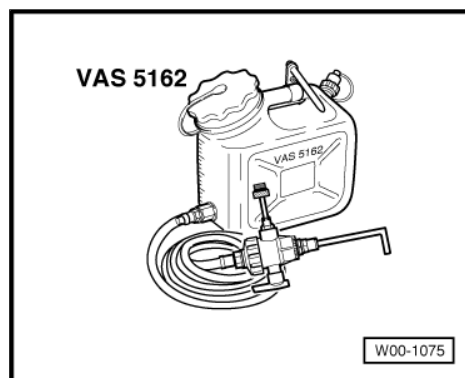
- ◆ Hook - 3438-



- ◆ Used oil collection and extraction unit - VAS 6622-



♦ ATF charging device for CVT gearboxes - VAS 5162-



♦ Safety goggles

Draining ATF

Note

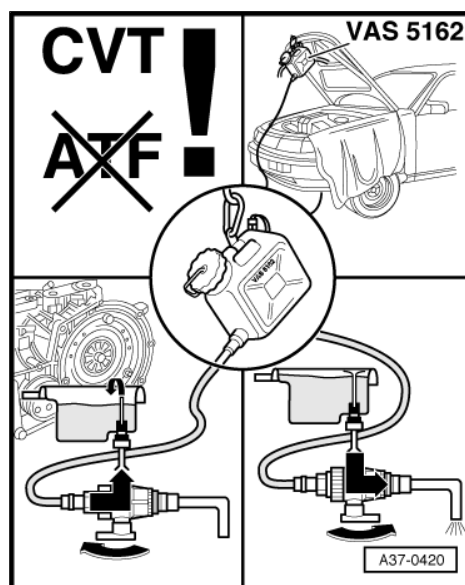
- ♦ The illustration on the reservoir of the ATF charging device for CVT gearboxes - VAS 5162- displays a warning in the top left corner to use **ONLY** the ATF specially formulated for CVT gearboxes.
- ♦ The illustration also shows the steps to follow when filling up; these are also described below.



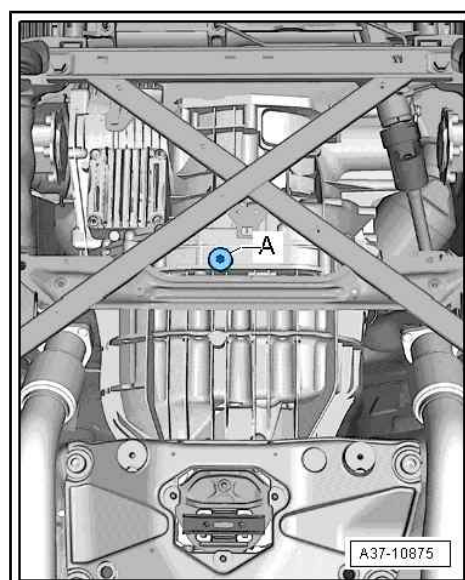
Caution

Risk of damage to gearbox

- ♦ The engine must not be started if only a little or no ATF remains in gearbox after repair work or after excessive ATF leakage.
- ♦ Do not run the engine or tow the vehicle when there is no ATF in the gearbox.
- ♦ In this case you need to fill the gearbox first with between 5.5 and 6 litres of ATF.



- Different versions have ATF inspection plugs -A- of different lengths. The ATF inspection plug must be renewed after checking the ATF level. Always select correct version according to gearbox code letters in ⇒ Electronic parts catalogue . To prevent damage to the gearbox, please check the new ATF inspection plug by comparing it with the old one.
- Engine not running.
- Vehicle must be absolutely horizontal (drive it onto a four-pillar lifting platform or over an inspection pit).
- Selector lever in "P".
- Electromechanical parking brake applied.



- Remove rear noise insulation ⇒ General body repairs, exterior; Rep. gr. 66 ; Noise insulation; Removing and installing noise insulation .
- Place used oil collection and extraction unit - VAS 6622- below gearbox.

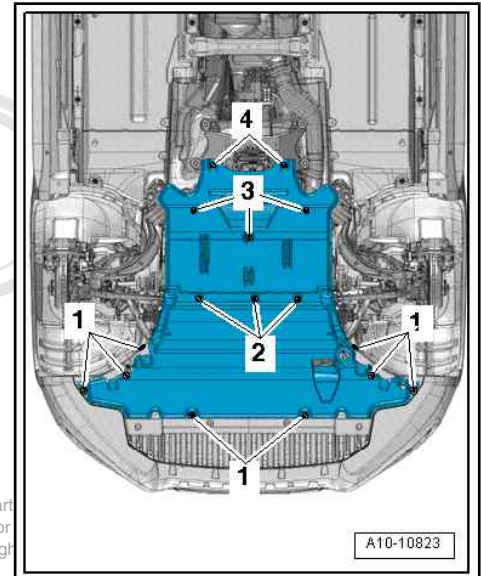


WARNING

Risk of eye injury.

◆ *Put on safety goggles.*

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- Unscrew ATF inspection plug -A-.
- Drain ATF.



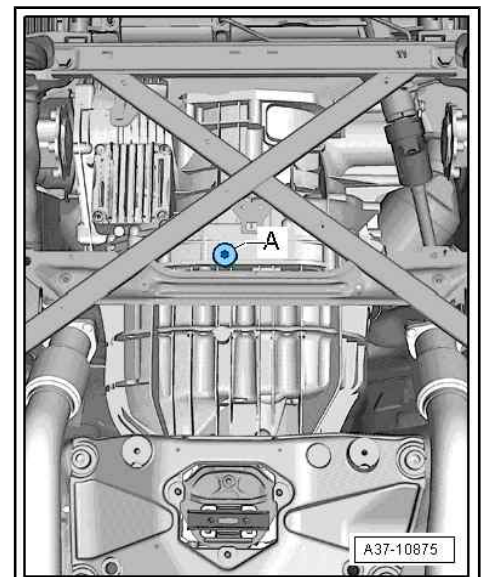
Note

Please observe requirements for disposal.



Note

Different versions have different ATF inspection plugs and different fluid level pipes. Always select correct version according to gearbox code letters in ⇒ Electronic parts catalogue .



Gearbox with long, curved fluid level pipe:

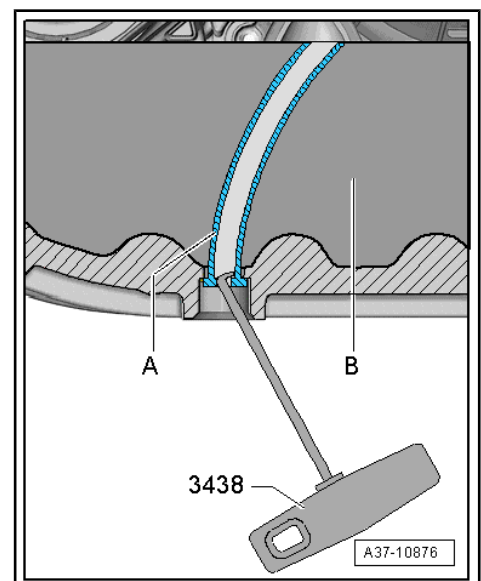
- Pull fluid level pipe -A- out of ATF inspection hole using hook - 3438- and allow remaining ATF to drain off.



Note

Illustration shows sectional view from side.

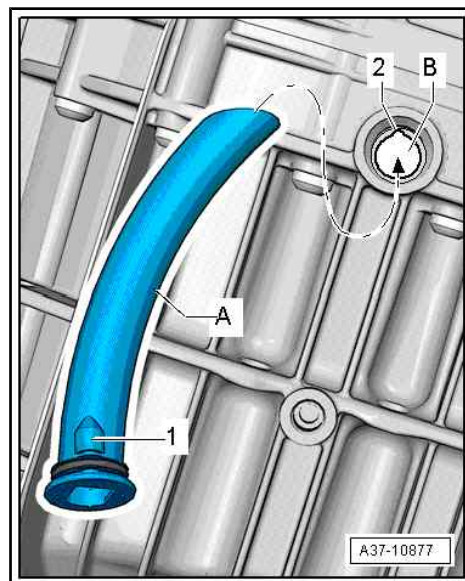
- The fluid level pipe must be renewed.



- Press new fluid level pipe -A- into ATF inspection hole -B- by hand.
- Installation position: large lug -1- on fluid level pipe should face recess -2- in ATF inspection hole.

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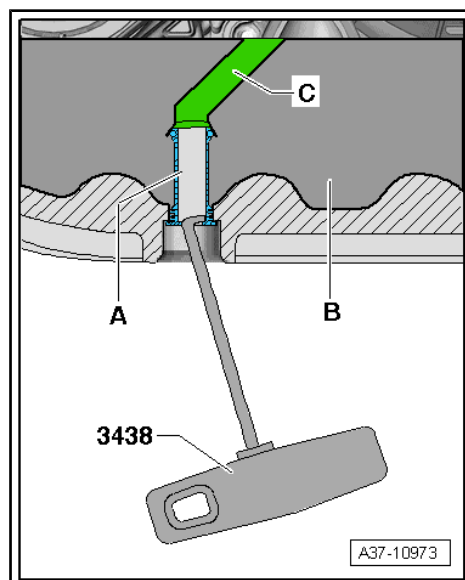
Gearbox with short, straight fluid level pipe:

- Pull fluid level pipe -A- out of ATF inspection hole using hook - 3438- and allow remaining ATF to drain off.

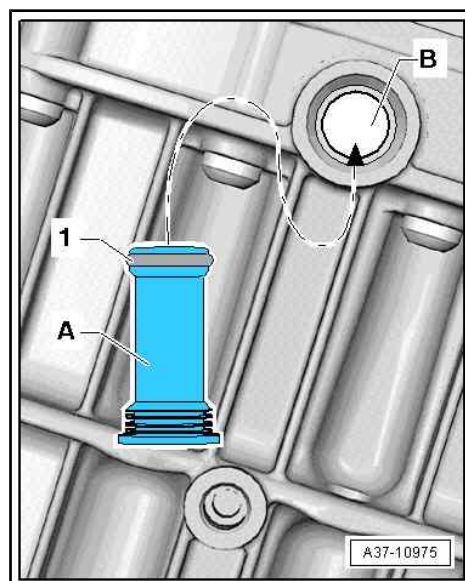


Note

Illustration shows sectional view from side.

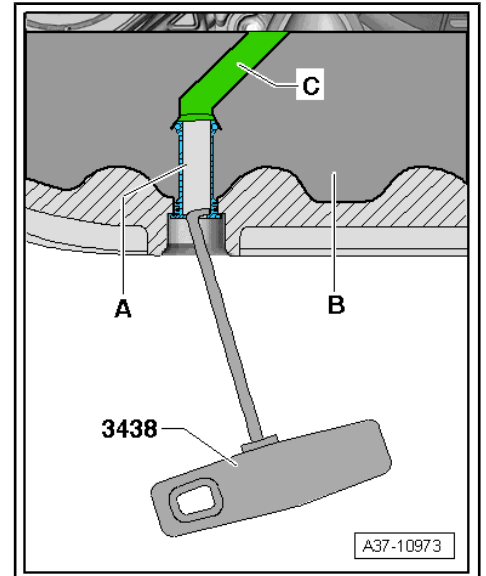


- Fluid level pipe -A- must be renewed.
- O-ring -1- must be correctly fitted in groove on fluid level pipe.
- Press new fluid level pipe -A- into ATF inspection hole -B- by hand, taking care to keep pipe straight.



 Note

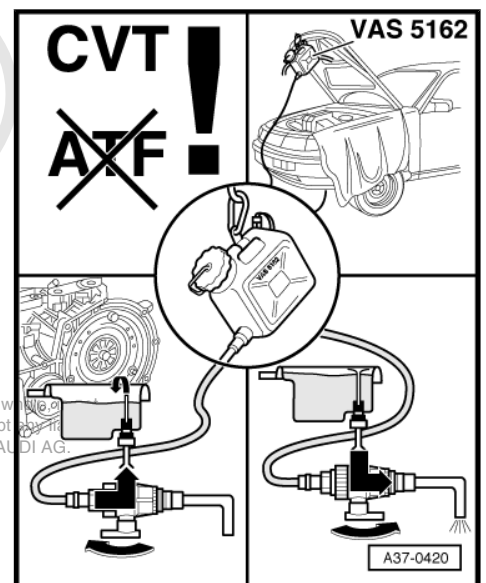
- ◆ O-ring on fluid level pipe -A- provides seal between this pipe and fluid level pipe -C-. Only then can the ATF level be topped up correctly.
- ◆ Disregard -3438- .



Filling gearbox with ATF

 Note

- ◆ The illustration on the reservoir of the ATF charging device for CVT gearboxes - VAS 5162- displays a warning in the top left corner to use **ONLY** the ATF specially formulated for CVT gearboxes.
- ◆ The illustration also shows the steps to follow when filling up; these are also described below.



Caution

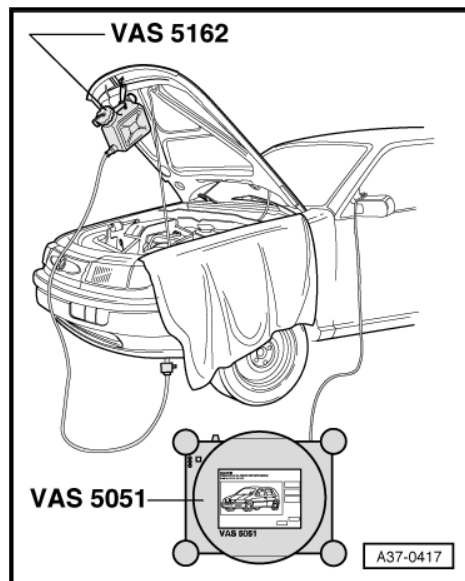
Risk of damage to gearbox

- ◆ **Select the correct type of ATF ➔ Electronic parts catalogue . Only the ATF available as a replacement part for "multitronic 0AW, front-wheel drive" may be used in this gearbox.**
- ◆ **The ATF must NOT be mixed with other types of ATF, even in small quantities. Otherwise this could cause malfunctions and/or failure of the gearbox.**
- ◆ **The ATF charging device must be clean and the ATF must not be mixed with other types of oil!**

 Note

Before fitting a replacement gearbox, always blow through the ATF cooler and ATF lines with compressed air (not more than 10 bar) ➔ [page 142](#) .

- Fill reservoir of ATF charging device for CVT gearboxes - VAS 5162- with ATF for “multitronic 0AW, front-wheel drive”; ATF specification ➔ Electronic parts catalogue .
- Secure filled reservoir for ATF charging device as high as possible on vehicle.
- The stopcock on ATF charging device for CVT gearboxes - VAS 5162- must be closed.



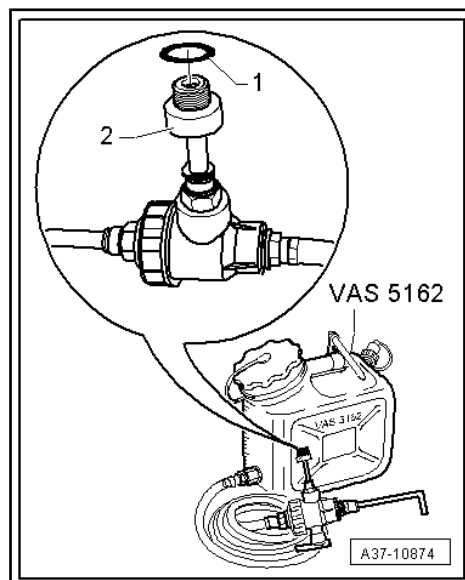
- Remove O-ring -1- at connection -2- on ATF charging device for CVT gearboxes - VAS 5162- .



Caution

There is a risk of filling the gearbox incorrectly.

- ◆ *The connection -2- must be screwed hand-tight all the way into the inspection hole on the gearbox with the O-ring removed.*
- ◆ *The O-ring must be removed at the connection -2- so that the fluid level pipe in the inspection hole can be pressed into the upper position.*
- ◆ *Only then can the ATF level be checked and topped up to the maximum correctly.*



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- With O-ring removed, screw connection of ATF charging device for CVT gearboxes - VAS 5162- hand-tight all the way into threaded hole for ATF inspection plug.



Note

This will push the fluid level pipe into the correct installation position.

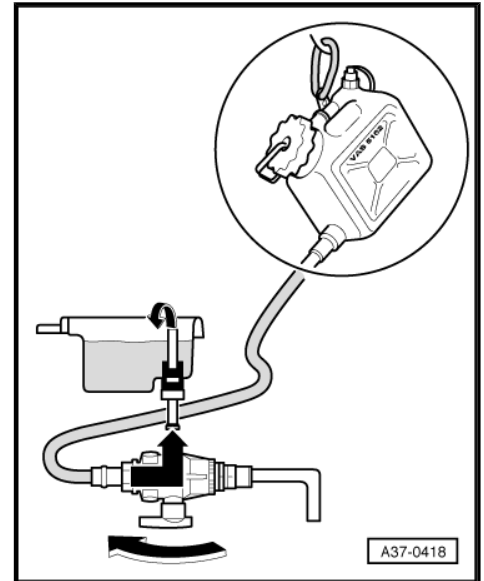
- Turn stopcock in direction of filling hose -lower arrow-. ATF flows into gearbox.
- Fill gearbox with at least 5.5 ... 7 ltr. of fresh ATF.
- Move selector lever to position “P”.



Caution

Rev engine up to approx. 2500 rpm immediately after starting.

- ◆ ***The engine must be revved up to vent air from the ATF pump after performing repairs on the gearbox.***
- ◆ ***If the engine is not revved up, the pump will run briefly without ATF and may be damaged.***



- Start engine.
- Press accelerator pedal to rev engine briefly up to 2500 rpm.
- Check and top up ATF level ➔ [page 124](#) .



Note

Observe all notes and test requirements for “Checking and correcting ATF level”.



7 ATF circuit

⇒ [“7.1 Exploded view - ATF circuit”, page 138](#)

⇒ [“7.3 Cleaning ATF lines”, page 142](#)

⇒ [“7.4.1 Removing and installing ATF lines, vehicles with 1.8 ltr. and 2.0 ltr. TFSI engine”, page 143](#)

⇒ [“7.4.2 Removing and installing ATF lines, vehicles with 2.0 ltr. TDI engine or 6-cylinder engine”, page 144](#)

⇒ [“7.2 Removing and installing ATF filter”, page 140](#)

7.1 Exploded view - ATF circuit



Caution

Risk of damage to gearbox

- ◆ *All plugs inserted in ATF lines and gearbox when dismantling must be removed.*
- ◆ *If you forget to remove the plugs, the ATF cooling will be ineffective and the gearbox will be damaged.*

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Note

The illustration shows the layout of ATF lines on the 2.0 ltr. TDI engine and all 6-cylinder engines.

1 - ATF cooler

- ☐ Integrated in radiator for engine coolant
- ☐ Removing and installing
⇒ Rep. gr. 19 ; Radiator/radiator fans; Removing and installing radiator

2 - ATF line (return)

- ☐ From ATF cooler to gearbox
- ☐ Mark relative position of ATF lines before removing to avoid interchanging

3 - ATF line (supply)

- ☐ From gearbox to ATF cooler
- ☐ Mark relative position of ATF lines before removing to avoid interchanging

4 - Bolt

- ☐ 5 Nm
- ☐ First push in ATF lines with new O-rings by hand as far as stop

5 - O-ring

- ☐ Renew
- ☐ Lightly lubricate with ATF before inserting

6 - Bolt

- ☐ 8 Nm

7 - ATF line (supply)

- ☐ From gearbox to ATF cooler
- ☐ Mark relative position of ATF lines before removing to avoid interchanging
- ☐ Nuts on pipes, 29 Nm
- ☐ ATF lines are locked together

8 - ATF line (return)

- ☐ From ATF cooler to gearbox
- ☐ Mark relative position of ATF lines before removing to avoid interchanging
- ☐ Nuts on pipes, 29 Nm
- ☐ ATF lines are locked together

9 - Gearbox

10 - ATF filter

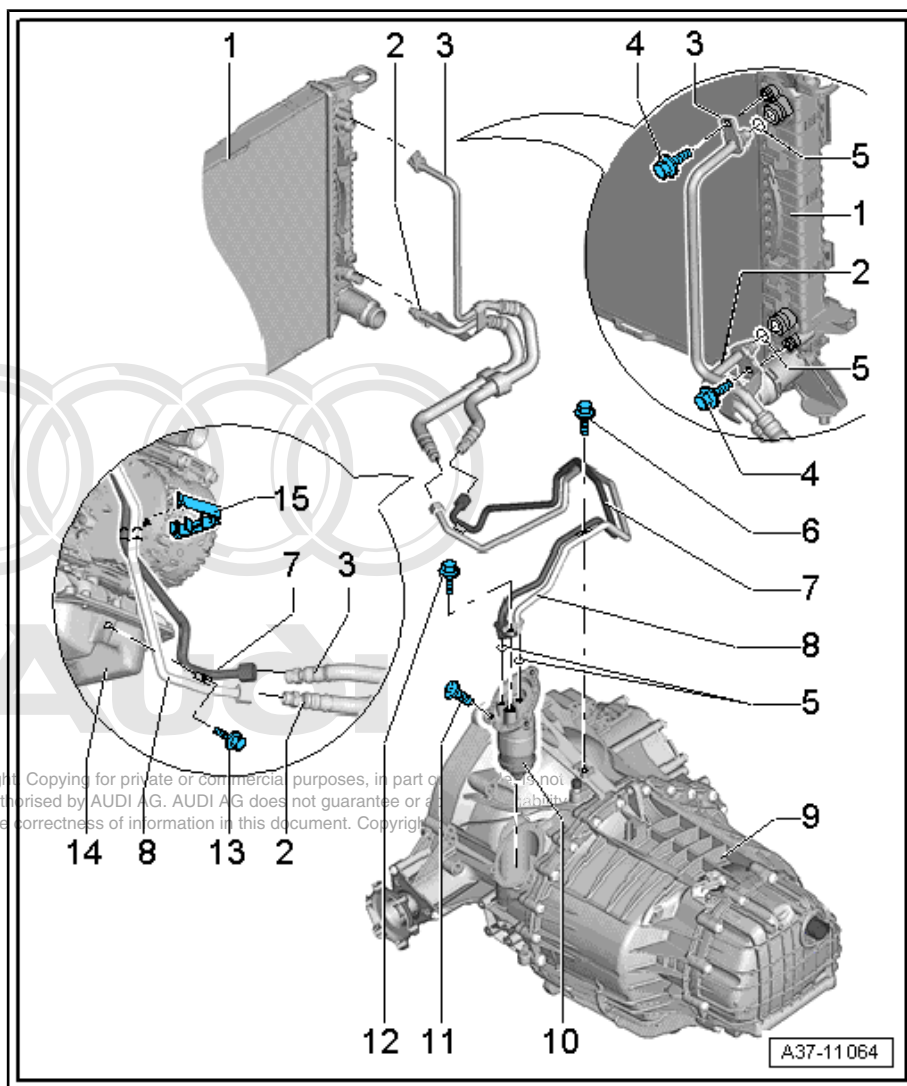
- ☐ Check for cracks
- ☐ Removing and installing ⇒ [page 140](#)

11 - Bolt

- ☐ Renew
- ☐ 5 Nm + 90°

12 - Bolt

- ☐ 20 Nm





- ☐ First push in ATF lines with new O-rings by hand as far as stop
- ☐ Retaining tab of bottom ATF line should rest on thread of ATF filter
- ☐ Retaining tab on top ATF line should rest on retaining tab on bottom ATF line

13 - Bolt

- ☐ 8 Nm

14 - Engine

15 - Clip

- ☐ Depending on version
- ☐ If clip is fitted, it must be re-installed after removal; otherwise ATF lines will be damaged.
- ☐ Attach between marks on ATF lines

7.2 Removing and installing ATF filter

Special tools and workshop equipment required

- ◆ Used oil collection and extraction unit - VAS 6622-

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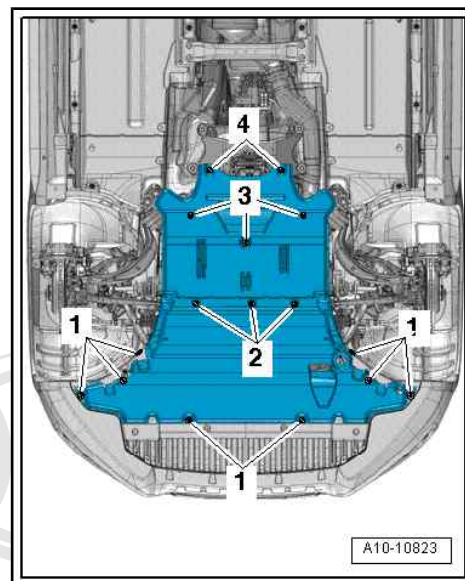
Removing



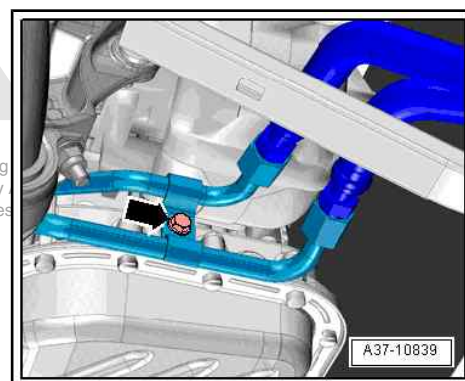
Note

- ◆ *Observe the general repair instructions ⇒ [page 4](#) .*
- ◆ *Rules for cleanliness when working on the automatic gearbox ⇒ [page 4](#)*
- ◆ *Before fitting a replacement gearbox, always blow through the ATF cooler and ATF lines with compressed air (not more than 10 bar) ⇒ [page 142](#) .*

- Remove noise insulation ⇒ General body repairs, exterior; Rep. gr. 66 ; Noise insulation; Removing and installing noise insulation .
- Place used oil collection and extraction unit - VAS 6622- below gearbox.



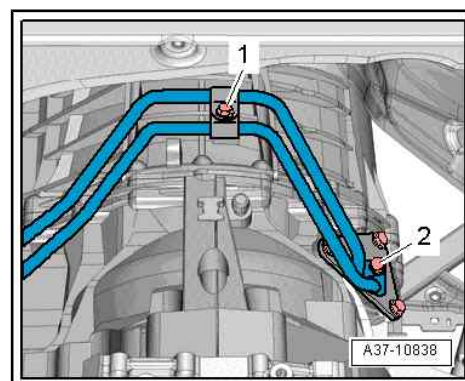
- Remove bolt -arrow- for ATF lines.



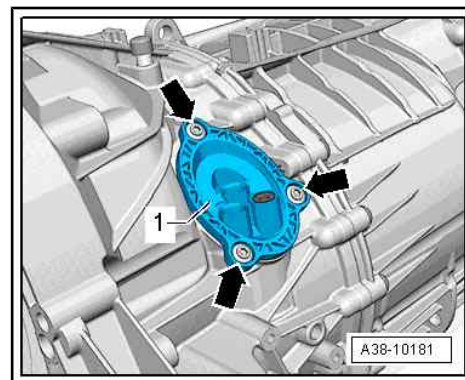
Note

Place a cloth below the connection to catch escaping ATF.

- Remove bolts -1- and -2-, detach ATF lines from gearbox and tie up.
- Seal off open lines and connections with clean plugs from engine bung set - VAS 6122- .



- Remove bolts -arrows- on ATF filter -1-.



- Lift out ATF filter -2-.

Installing

Installation is carried out in reverse sequence; note the following:

- Tightening torques
⇒ [“7.1 Exploded view - ATF circuit”, page 138](#)



Note

Check ATF filter for cracks and renew if necessary.

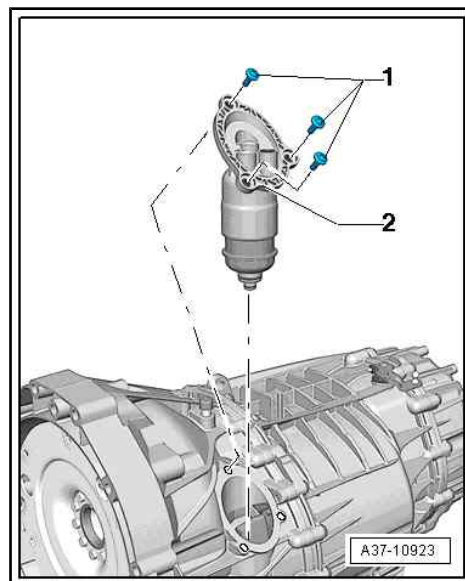
- First insert ATF filter -2- into gearbox by hand as far as stop, then secure with bolts.



Caution

Risk of damage to gearbox

- ◆ *All plugs inserted in ATF lines and gearbox when dismantling must be removed.*
- ◆ *If you forget to remove the plugs, the ATF cooling will be ineffective and the gearbox will be damaged.*



- Check ATF level and top up as required ⇒ [page 124](#) .

7.3 Cleaning ATF lines

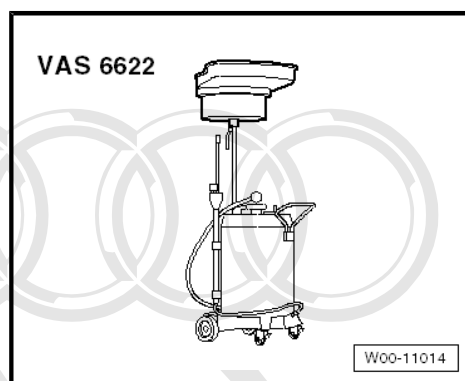


Note

Rules for cleanliness when working on the automatic gearbox
⇒ [page 4](#)

Special tools and workshop equipment required

- ◆ Used oil collection and extraction unit - VAS 6622-



- ◆ Hose, approx. 18 mm dia.
- ◆ Compressed-air gun (commercially available)
- ◆ Safety goggles

Procedure

- Before installing a replacement gearbox, always blow through the ATF cooler and ATF lines with compressed air (not more than 10 bar).
- Place used oil collection and extraction unit - VAS 6622- below gearbox.

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Note

- ◆ If the ATF which emerges during cleaning is very dirty, the ATF lines and ATF cooler must additionally be flushed out with clean ATF.
- ◆ Removing and installing ATF lines ➔ [page 144](#).

7.4 Removing and installing ATF lines

➔ [“7.4.1 Removing and installing ATF lines, vehicles with 1.8 ltr. and 2.0 ltr. TFSI engine”, page 143](#)

➔ [“7.4.2 Removing and installing ATF lines, vehicles with 2.0 ltr. TDI engine or 6-cylinder engine”, page 144](#)

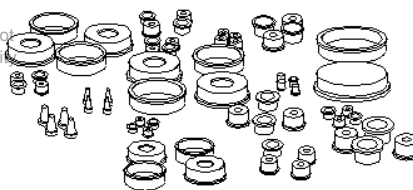
7.4.1 Removing and installing ATF lines, vehicles with 1.8 ltr. and 2.0 ltr. TFSI engine

Special tools and workshop equipment required

- ◆ Engine bung set - VAS 6122-

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VAS 6122



W00-10435

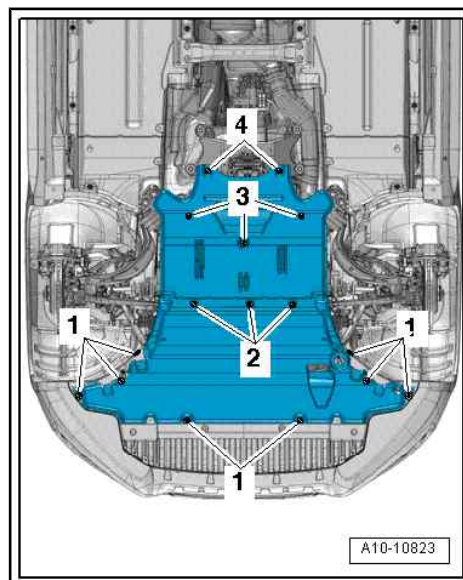
Removing



Note

Rules for cleanliness when working on the automatic gearbox
➔ [page 4](#)

- Remove noise insulation ➔ General body repairs, exterior; Rep. gr. 66 ; Noise insulation; Removing and installing noise insulation .



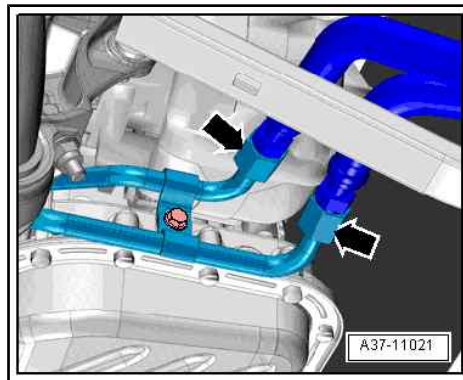
A10-10823



Note

Place a cloth below the connection to catch escaping ATF.

- Remove union nuts -arrows-.

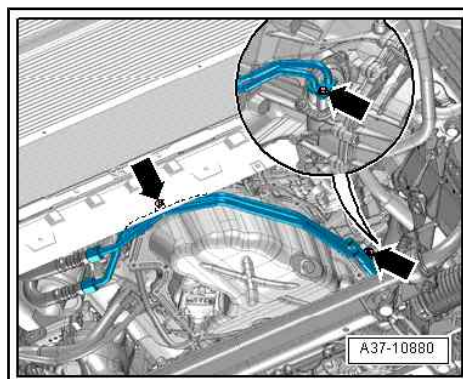


- Place used oil collection and extraction unit - VAS 6622- below gearbox.
- Mark connections between ATF line/hose assemblies and ATF lines for re-installation.
- Unscrew bolts -arrows- and detach ATF lines from gearbox.
- Seal off open lines and connections with clean plugs from engine bung set - VAS 6122- .

Installing

Installation is carried out in reverse sequence; note the following:

- Tightening torques
⇒ ["7.1 Exploded view - ATF circuit", page 138](#)



Caution

Risk of damage to gearbox

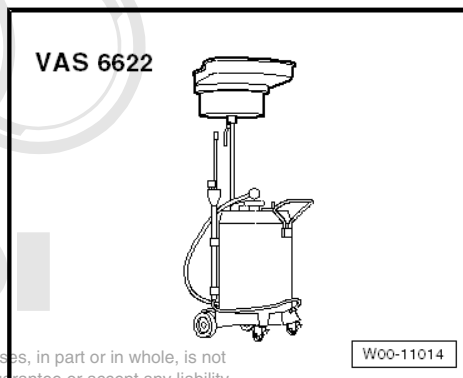
- ◆ *All plugs inserted in ATF lines and gearbox when dismantling must be removed.*
- ◆ *If you forget to remove the plugs, the ATF cooling will be ineffective and the gearbox will be damaged.*

- Check ATF level and top up as required ⇒ [page 124](#) .

7.4.2 Removing and installing ATF lines, vehicles with 2.0 ltr. TDI engine or 6-cylinder engine

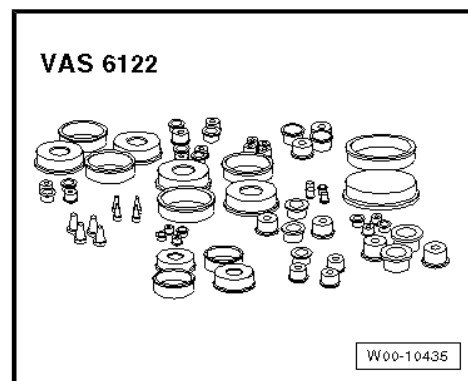
Special tools and workshop equipment required

- ◆ Used oil collection and extraction unit - VAS 6622-



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◆ Engine bung set - VAS 6122-



Removing



Note

Rules for cleanliness when working on the automatic gearbox
⇒ [page 4](#)

- Gearbox removed



Note

Place a cloth below the connection to catch escaping ATF.

- Remove union nuts -arrows- and detach ATF lines.
- Seal off open lines and connections with clean plugs from engine bung set - VAS 6122- .

Installing

Installation is carried out in reverse sequence; note the following:

- Tightening torques
⇒ ["7.1 Exploded view - ATF circuit", page 138](#)

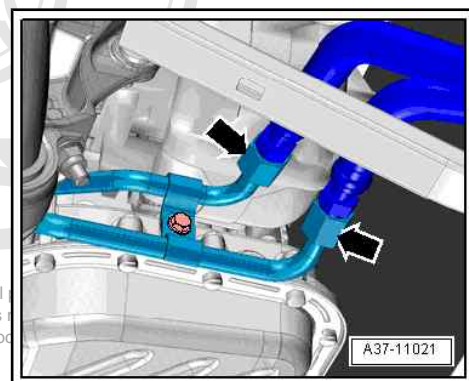


Caution

Risk of damage to gearbox

- ◆ *All plugs inserted in ATF lines and gearbox when dismantling must be removed.*
- ◆ *If you forget to remove the plugs, the ATF cooling will be ineffective and the gearbox will be damaged.*

- After gearbox has been installed, check and correct ATF level
⇒ [page 124](#) .



38 – Gears, control

1 Dismantling and assembling gearbox

⇒ [“1.1 Exploded view - dual-mass flywheel”, page 146](#)

⇒ [“1.2 Exploded view - end cover”, page 146](#)

⇒ [“1.3 Removing and installing dual-mass flywheel”, page 147](#)

⇒ [“1.4 Removing and installing end cover”, page 147](#)

1.1 Exploded view - dual-mass flywheel

Exploded view - dual-mass flywheel ⇒ Servicing multitronic; Rep.
gr. 38 ; Dismantling and assembling gearbox

1.2 Exploded view - end cover



Caution

Risk of damage to gearbox

- ◆ *Do not run engine or tow vehicle with end cover removed or when there is no ATF in the gearbox.*



Note

- ◆ *Observe the general repair instructions ⇒ [page 4](#) .*
- ◆ *Rules for cleanliness when working on the automatic gearbox
⇒ [page 4](#)*

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1 - Gearbox

2 - Axial sealing element, small

- ☐ Renew

3 - Axial sealing element, large

- ☐ Renew

4 - Roller

5 - Lever for selector shaft detent

6 - Spring

7 - Seal

- ☐ For connector on automatic gearbox control unit - J217-

8 - Bolt

- ☐ Tightening torque ⇒ Servicing multitronic; Rep. gr. 38 ; Dismantling and assembling gearbox

9 - End cover

- ☐ Removing and installing ⇒ [page 147](#)

10 - Gasket

- ☐ Renew

11 - Bolt

- ☐ Tightening torque ⇒ Servicing multitronic; Rep. gr. 38 ; Dismantling and assembling gearbox

12 - Automatic gearbox control unit - J217-

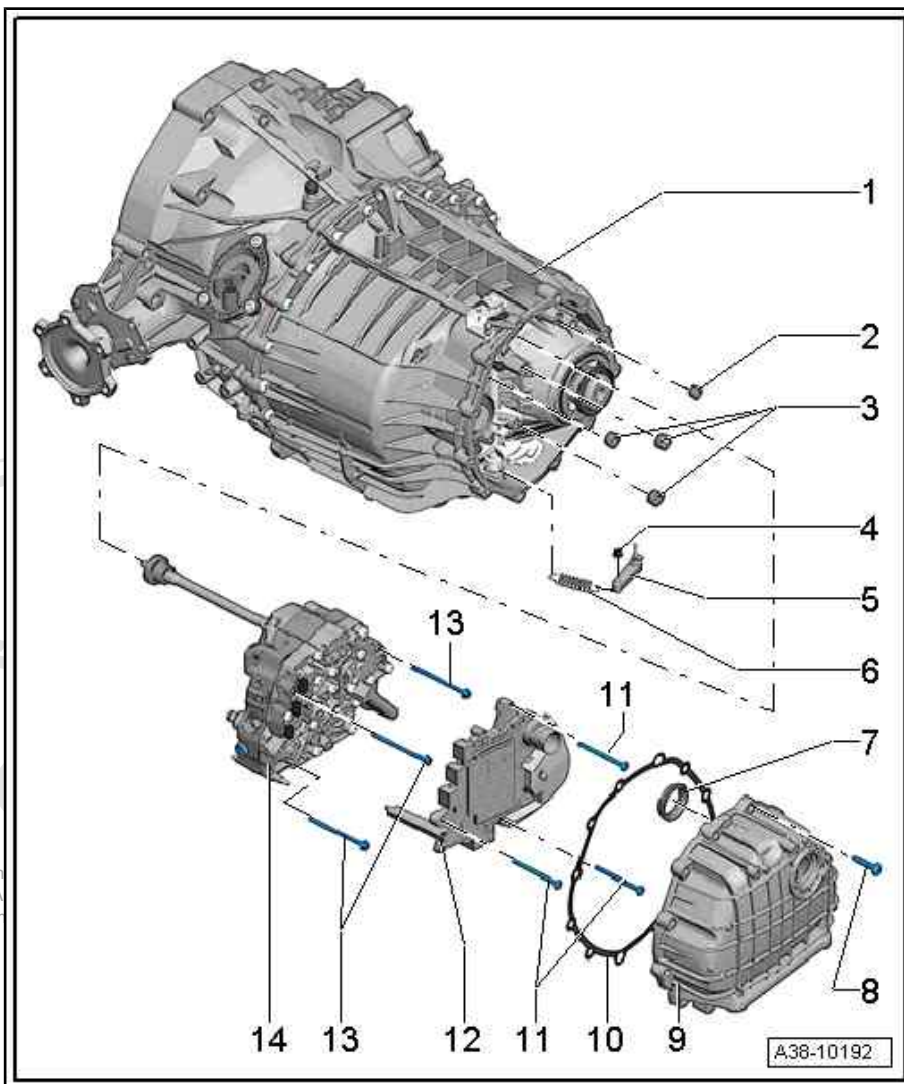
- ☐ Removing and installing ⇒ [page 165](#)

13 - Bolt

- ☐ Tightening torque ⇒ Servicing multitronic; Rep. gr. 38 ; Dismantling and assembling gearbox

14 - Hydraulic control unit

- ☐ Removing and installing ⇒ [page 166](#)



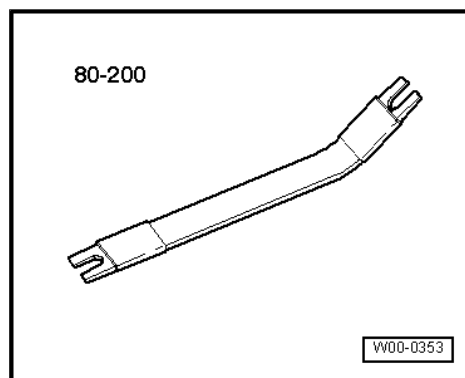
1.3 Removing and installing dual-mass fly-wheel

Description of work sequence ⇒ Servicing multitronic; Rep. gr. 38 ; Dismantling and assembling gearbox

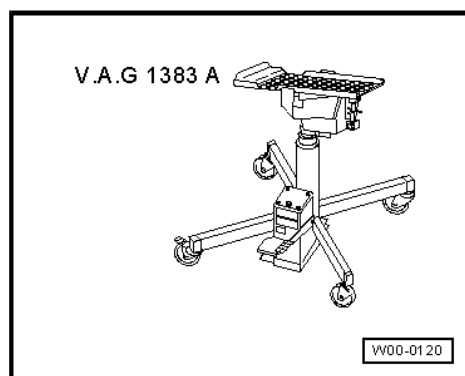
1.4 Removing and installing end cover

Special tools and workshop equipment required

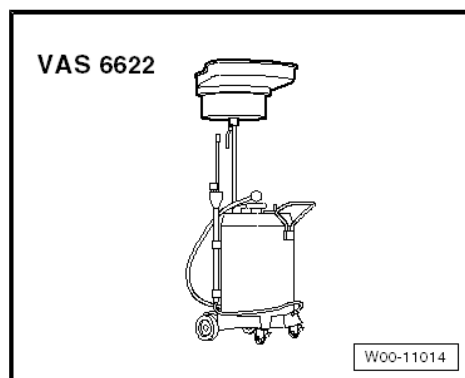
◆ Removal lever - 80 - 200-



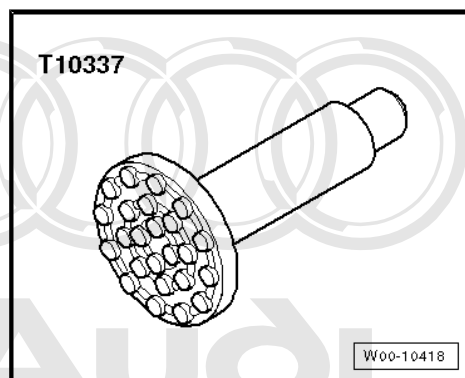
◆ Engine and gearbox jack - V.A.G 1383 A-



◆ Used oil collection and extraction unit - VAS 6622-



◆ Gearbox support - T10337-



Removing



Note

- ◆ *Observe the general repair instructions ➔ [page 4](#) .*
- ◆ *Rules for cleanliness when working on the automatic gearbox ➔ [page 4](#)*
- Move selector lever to position “P”.
- Remove rear noise insulation ➔ General body repairs, exterior; Rep. gr. 66 ; Noise insulation; Removing and installing noise insulation .
- Drain off ATF ➔ [page 131](#) .
- Remove tunnel cross member ➔ [page 118](#) .
- Remove gearbox mounting
➔ “3.3 Removing and installing gearbox support with gearbox mounting”, [page 120](#) .
- Use removal lever - 80 - 200- to press ball socket -1- on selector lever cable off gearbox selector lever.
- Remove bolts -2- for cable support bracket.

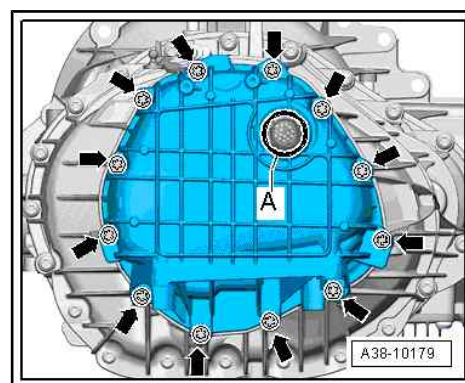
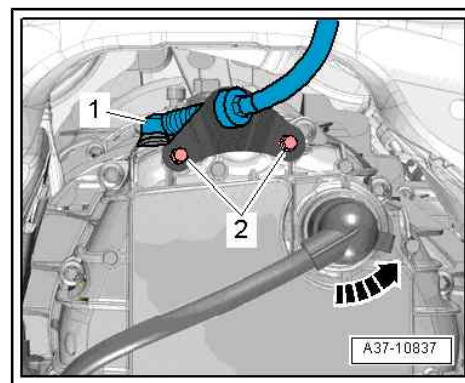
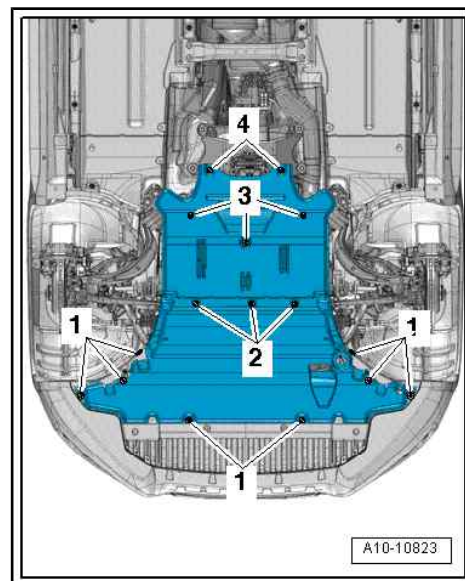


Caution

The gearbox control unit (mechatronic unit) can be irreparably damaged by electrostatic discharge.

- ◆ *Before handling electrical connectors, mechanic must discharge static. To do so, touch vehicle earth, heater radiator, or lifting platform, with your hand.*
- ◆ *Do not touch contact pins in gearbox connector with bare hands.*

- Turn fastener anti-clockwise -arrow- and unplug electrical connector on gearbox.
- Place used oil collection and extraction unit - VAS 6622- below gearbox.
- Remove bolts -arrows- and take off end cover.



Installing

Installation is carried out in reverse sequence; note the following:

Tightening torques

- ◆ ⇒ ["1.2 Exploded view - end cover", page 146](#)
- ◆ ⇒ ["3.1 Exploded view - assembly mountings", page 118](#)



Note

- ◆ *Renew seals, gaskets and axial sealing elements.*
- ◆ *Renew bolts for end cover.*
- ◆ *Do not touch pins in connector -A- with bare hands.*
- Slide new seal -B- onto connector -A- of automatic gearbox control unit - J217- , with twin lips facing outwards.
- If fitted, attach displacer plate -A- to automatic gearbox control unit - J217- .
- Clean sealing surfaces on gearbox housing and end cover.
- Dowel sleeves in gearbox housing or end cover must be re-fitted in same places.
- Place new gasket for end cover onto gearbox housing.



Note

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Make sure dowel sleeves are correctly seated.

- Fit end cover and make sure that gasket does not move out of position.
- Check installation position of seal -A-:
- Seal must be flush fitted (the sealing lips must not be kinked).
- Screw in new bolts -arrows- in diagonal sequence until hand-tight and then tighten to specified torque.

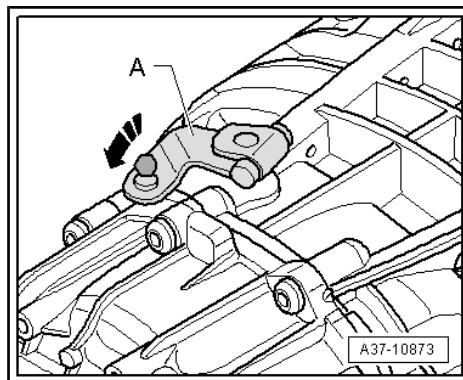
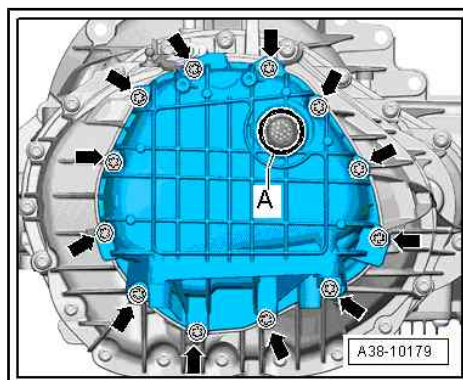
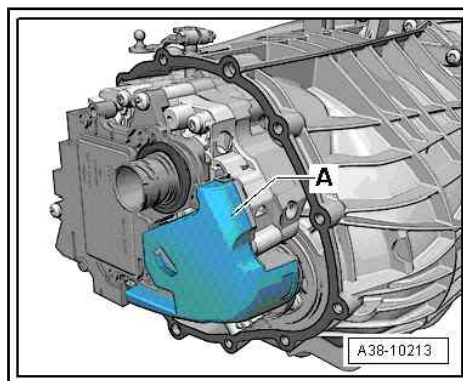
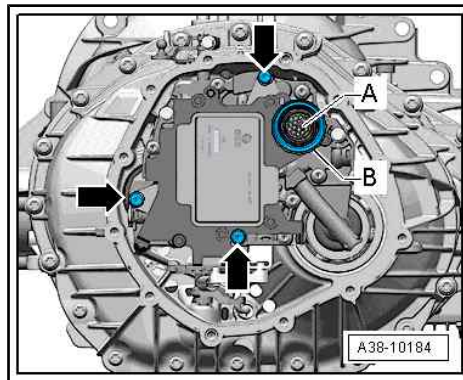
- Shift gearbox selector lever towards the rear as far as it will go -arrow- to "P".



Note

Towards the rear means opposite to direction of travel.

- Install support bracket for selector lever cable ⇒ [page 13](#) .
- Install gearbox support and tunnel cross member ⇒ [page 118](#) .
- Fill up with ATF ⇒ [page 131](#) .



39 – Final drive - differential

1 Final drive

⇒ ["1.1 Exploded view - final drive", page 151](#)

1.1 Exploded view - final drive



Note

- ◆ ⇒ ["3.3 General repair instructions", page 4](#)
- ◆ ⇒ ["3.1 Rules for cleanliness", page 4](#)

1 - Oil seal

- ☐ For flange shaft (left-side)
- ☐ Renewing ⇒ [page 159](#)

2 - Differential

3 - Bolt

- ☐ Tightening torque and sequence ⇒ Servicing multitronic 0AW; Rep. gr. 39 ; Final drive; Exploded view - final drive

4 - Oil seal

- ☐ For flange shaft (right-side)
- ☐ Renewing ⇒ [page 159](#)

5 - Flange shaft (right-side)

- ☐ Removing and installing ⇒ [page 160](#)

6 - Circlip

- ☐ Renewing ⇒ [page 160](#)

7 - Filler and inspection plug

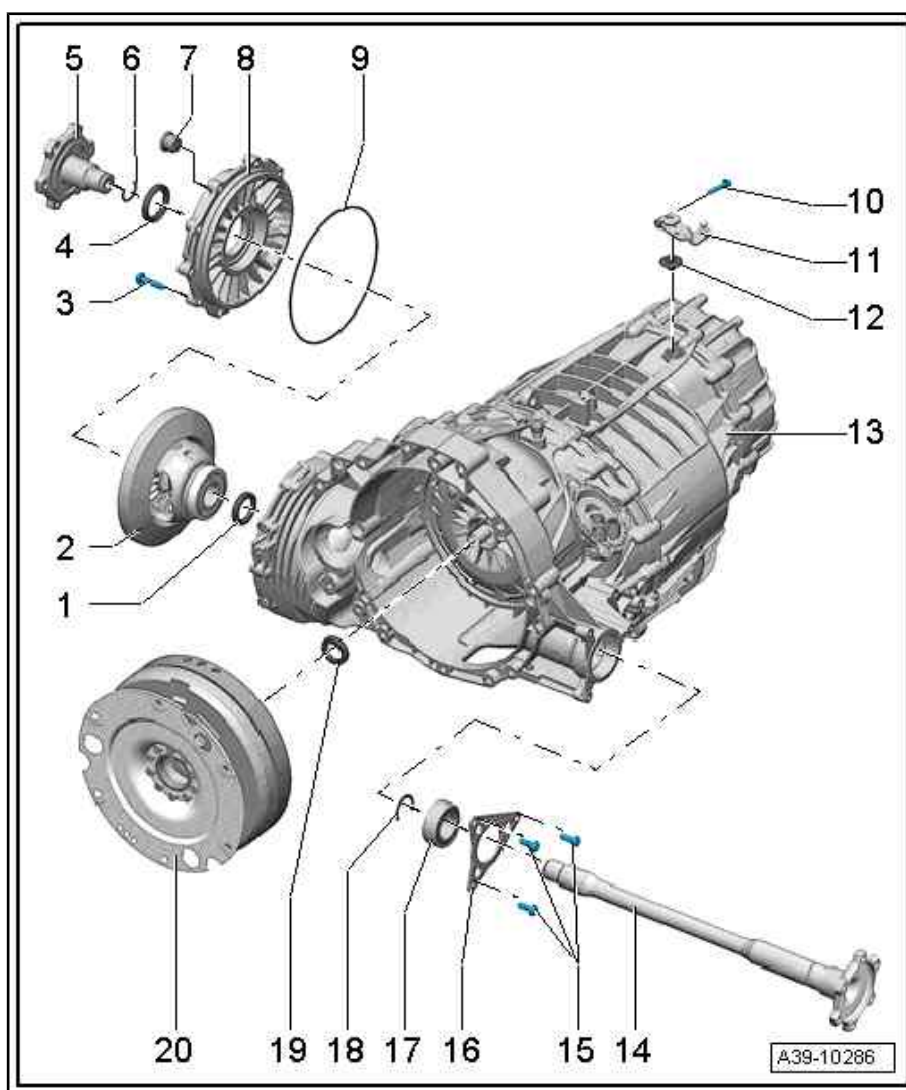
- ☐ For gear oil in front final drive
- ☐ Renew
- ☐ 30 Nm

8 - Cover for front final drive

- ☐ Pay attention to dowel sleeves
- ☐ Can only be removed and installed with gear-box removed from vehicle ⇒ Servicing multitronic 0AW; Rep. gr. 39 ; Oil seals; Renewing oil seal (left-side)
- ☐ Pre-fill after removing cover for front final drive ⇒ [page 156](#)

9 - O-ring

- ☐ On cover for front final drive
- ☐ Renew





10 - Bolt

- ☐ Tightening torque ⇒ Servicing multitronic 0AW; Rep. gr. 39 ; Final drive; Exploded view - final drive

11 - Gearbox selector lever

12 - Oil seal

- ☐ For selector shaft
- ☐ Renewing ⇒ [page 43](#)

13 - Gearbox

14 - Flange shaft (left-side)

- ☐ Removing and installing ⇒ [page 160](#)

15 - Bolt

- ☐ Tightening torque ⇒ Servicing multitronic 0AW; Rep. gr. 39 ; Final drive; Exploded view - final drive

16 - Mounting bracket

- ☐ Can only be removed and installed with gearbox removed from vehicle ⇒ Servicing multitronic 0AW; Rep. gr. 39 ; Differential

17 - Ball bearing

- ☐ For flange shaft (left-side)
- ☐ Can only be removed and installed with gearbox removed from vehicle ⇒ Servicing multitronic 0AW; Rep. gr. 39 ; Differential

18 - Retaining clip

- ☐ Renew
- ☐ Can only be removed and installed with gearbox removed from vehicle ⇒ Servicing multitronic 0AW; Rep. gr. 39 ; Final drive; Exploded view - final drive

19 - Oil seal

- ☐ For input shaft
- ☐ Renewing ⇒ [page 159](#)

20 - Dual-mass flywheel

- ☐ Can only be removed and installed with gearbox removed from vehicle ⇒ Servicing multitronic 0AW; Rep. gr. 38 ; Dismantling and assembling gearbox



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2 Gear oil

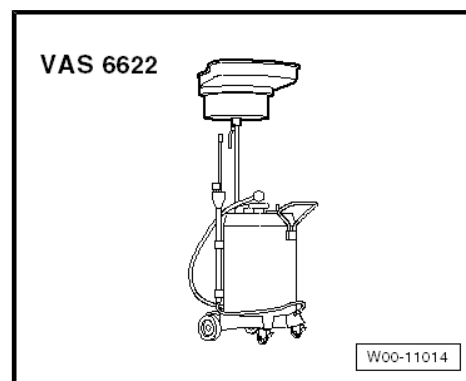
⇒ [“2.1 Checking gear oil level”, page 153](#)

⇒ [“2.2 Draining and filling gear oil”, page 156](#)

2.1 Checking gear oil level

Special tools and workshop equipment required

- ◆ Used oil collection and extraction unit - VAS 6622-



- ◆ Safety goggles



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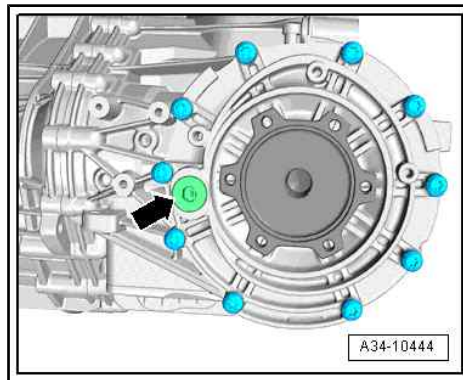
Procedure



Caution

Risk of damage to gearbox

- ◆ From approx. September 2008 onwards, a new gear oil will be used in the "multitronic 0AW, front-wheel drive" gearbox during production. These gearboxes have a filler plug -arrow- with a Torx socket head and they have also been allocated new gearbox code letters.
- ◆ Gearboxes manufactured prior to the introduction of the new gear oil will be filled with the old gear oil. These gearboxes have a filler plug -arrow- with hexagon socket.
- ◆ The gear oils must NOT be mixed, even in small quantities. This would result in leaks at the oil seals. Select correct gear oil for vehicle according to gearbox code letters ⇒ *Electronic parts catalogue* . Only the gear oil available as a replacement part for the "multitronic 0AW" may be used in the front final drive.
- ◆ The filler plug must always be renewed after checking the oil level. Always select correct version according to gearbox code letters in ⇒ *Electronic parts catalogue* . To prevent leaks on the gearbox, please check the new filler plug by comparing it with the old one.



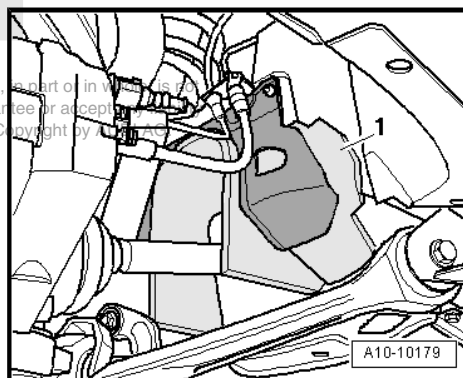
- Gear oil temperature approx. 20 °C (room temperature) to max. 50 °C.
- Vehicle must be absolutely horizontal (drive it onto a four-pillar lifting platform or over an inspection pit).
- Wait for 5 minutes after switching off engine so that gear oil can drain off.



Note

- ◆ Observe the general repair instructions ⇒ [page 4](#) .
 - ◆ Rules for cleanliness when working on the automatic gearbox ⇒ [page 4](#)
 - ◆ The prescribed oil level must be adhered to exactly; the gearbox reacts very sensitively to overfilling.
 - ◆ If gear oil has been drained during repair work, or after removing cover for front final drive, for example, put in a suitable amount of gear oil before proceeding ⇒ [page 156](#) .
- Remove cover -1- for drive shaft (right-side) from wheel housing.

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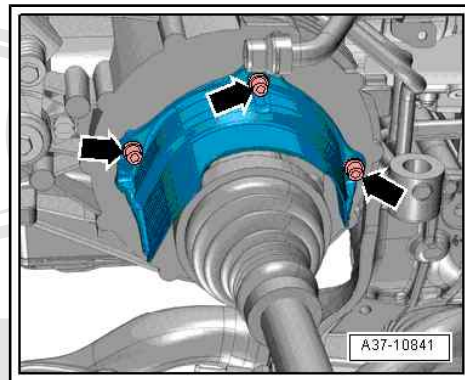


- If fitted, remove bolts -arrows- and detach heat shield for drive shaft (right-side).
- Place used oil collection and extraction unit - VAS 6622- underneath right side of gearbox.



Note

Always observe the relevant environmental regulations for disposal.



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- Remove screw plug -arrow-.
- Check the oil level using an improvised tool, for example a bent piece of wire.
- Specification: The oil level is correct when the front final drive is filled up to 20 mm below the bottom lip of the filler hole.

If gear oil level is too low:

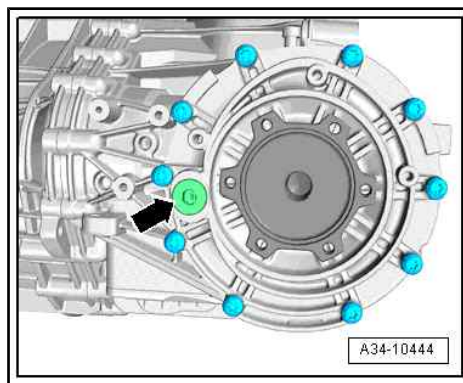


Caution

Risk of damage to gearbox

- ◆ **Different types of gear oil are available for the "multitronic 0AW" gearbox.**
- ◆ **Use only the correct type of gear oil, as assigned to the gearbox code letters.**
- ◆ **The gear oils must NOT be mixed, even in small quantities. This would result in leaks at the oil seals. Select correct gear oil for vehicle according to gearbox code letters ⇒ Electronic parts catalogue . Only the gear oil available as a replacement part for the "multitronic 0AW" may be used in the front final drive.**
- ◆ **The filler plug must always be renewed after checking the oil level. Always select correct version according to gearbox code letters in ⇒ Electronic parts catalogue . To prevent leaks on the gearbox, please check the new filler plug by comparing it with the old one.**
- ◆ **The gear oil must NOT be mixed with other types of gear oil, even in small quantities. This would cause leakage on the gearbox.**

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- Add some gear oil and wait for 5 minutes.
- Select correct gear oil for vehicle according to gearbox code letters ⇒ Electronic parts catalogue .

If gear oil level is too high:

- Extract gear oil and wait for 5 minutes.



Note

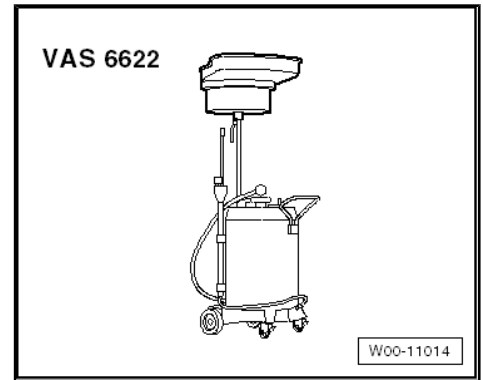
It is important to wait for at least 5 minutes so that the internal oil level in the system has time to equalise.

- Repeat oil level check until oil level is correct.
- The filler plug must always be renewed after checking the oil level. Always select correct version according to gearbox code letters in ⇒ Electronic parts catalogue .
- Tighten new screw plug.
- Tightening torque
⇒ ["1.1 Exploded view - final drive", page 151](#)
- If originally fitted, install heat shield for drive shaft
⇒ [page 114](#) .

2.2 Draining and filling gear oil

Special tools and workshop equipment required

- ◆ Used oil collection and extraction unit - VAS 6622-



- ◆ Safety goggles

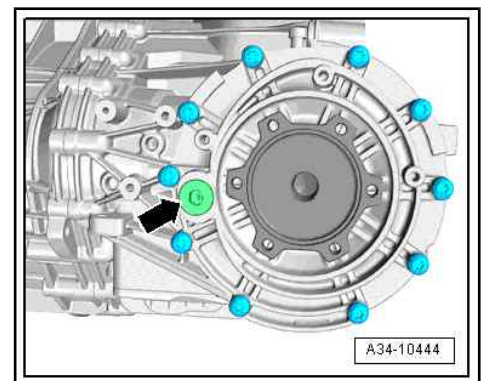
Procedure



Caution

Risk of damage to gearbox

- ◆ *From approx. September 2008 onwards, a new gear oil will be used in the "multitronic 0AW, front-wheel drive" gearbox during production. These gearboxes have a filler plug -arrow- with a Torx socket head and they have also been allocated new gearbox code letters.*
- ◆ *Gearboxes manufactured prior to the introduction of the new gear oil will be filled with the old gear oil. These gearboxes have a filler plug -arrow- with hexagon socket.*
- ◆ *The gear oils must NOT be mixed, even in small quantities. This would result in leaks at the oil seals. Select correct gear oil for vehicle according to gearbox code letters ➔ Electronic parts catalogue . Only the gear oil available as a replacement part for the "multitronic 0AW" may be used in the front final drive.*
- ◆ *The filler plug must always be renewed after checking the oil level. Always select correct version according to gearbox code letters in ➔ Electronic parts catalogue . To prevent leaks on the gearbox, please check the new filler plug by comparing it with the old one.*

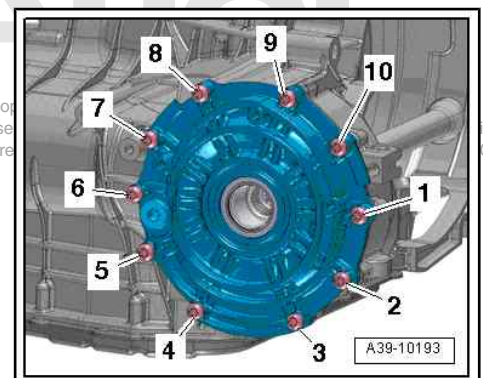


If gear oil has been drained during repair work, or after removing cover for front final drive, for example, put in a suitable amount of gear oil before proceeding.

Filling should be performed before installing the gearbox so that there is sufficient time for the internal oil level to equalise.

Requirements:

- Gear oil was drained, e.g. after removing cover for front final drive.
- Cover for front final drive has been re-installed.



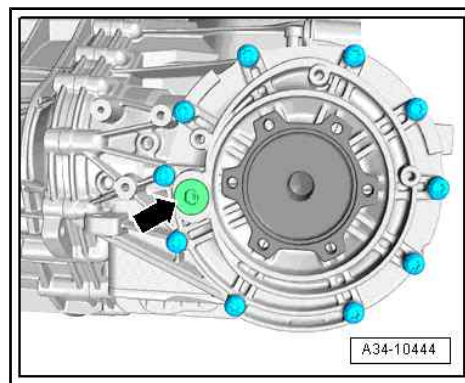
- If gearbox is still removed, unscrew plug -arrow-.
- Add 0.8 ltr. of gear oil; select correct gear oil for vehicle according to gearbox code letters ➔ Electronic parts catalogue .



Note

If pre-filling the gearbox when installed, it is necessary to wait for 35 minutes so that the oil level in the front final drive can equalise. Only then can the gear oil level be topped up correctly.

- Screw in plug -arrow-.
- After installing gearbox, check gear oil level in front final drive and top up if necessary ➔ [page 153](#) .



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3 Oil seals

⇒ ["3.1 Renewing oil seal \(left-side\)", page 159](#)

⇒ ["3.2 Renewing oil seal \(right-side\)", page 159](#)

⇒ ["3.3 Renewing oil seal for input shaft", page 159](#)

3.1 Renewing oil seal (left-side)

Procedure



Note

The oil seal for the flange shaft (left-side) can only be renewed with the gearbox removed from the vehicle.

- Remove gearbox ⇒ [page 44](#) .
- Renew oil seal for flange shaft (left-side) ⇒ Servicing multi-tronic; Rep. gr. 39 : Oil seals; Renewing oil seal (left-side) .
- After installing gearbox, check gear oil level in front final drive and top up if necessary ⇒ [page 153](#) .

3.2 Renewing oil seal (right-side)

Procedure

- Remove flange shaft (right-side) ⇒ [page 160](#) .
- Renew oil seal for flange shaft (right-side) ⇒ Servicing multi-tronic; Rep. gr. 39 ; Oil seals; Renewing oil seal (right-side) .
- Install flange shaft (right-side) ⇒ [page 160](#) .
- Check oil level in front final drive and top up as required ⇒ [page 153](#) .

3.3 Renewing oil seal for input shaft

Procedure



Note

The oil seal for the input shaft can only be renewed with the gearbox removed from the vehicle.

- Remove gearbox ⇒ [page 44](#) .
- Renew oil seal for input shaft ⇒ Servicing multitronic; Rep. gr. 39 ; Oil seals .
- After installing gearbox refer to ⇒ ["6.2 Checking ATF level", page 124](#) .

4 Differential

⇒ ["4.1 Removing and installing flange shaft \(left-side\)", page 160](#)

⇒ ["4.2 Removing and installing flange shaft \(right-side\)", page 160](#)

4.1 Removing and installing flange shaft (left-side)

Procedure



Note

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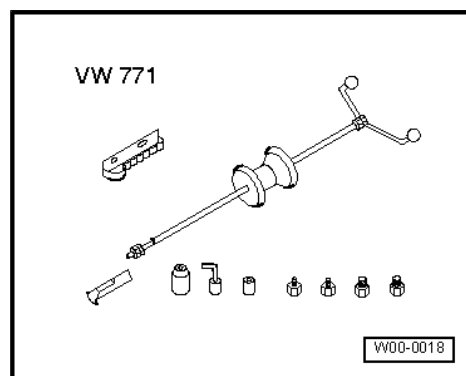
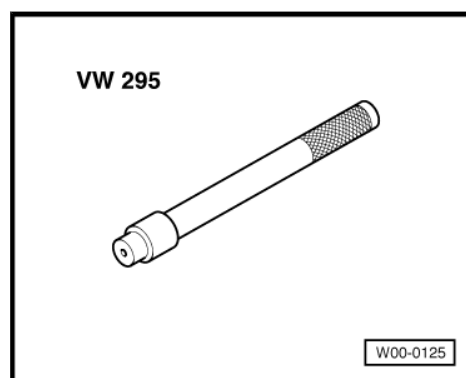
The flange shaft (left-side) can only be removed and installed with the gearbox removed from the vehicle.

- Remove gearbox ⇒ [page 44](#) .
- Removing and installing flange shaft (left-side) ⇒ Servicing multitronic; Rep. gr. 39 ; Differential; Removing and installing flange shaft (left-side)
- After installing gearbox refer to ⇒ ["2 Gear oil", page 153](#) .

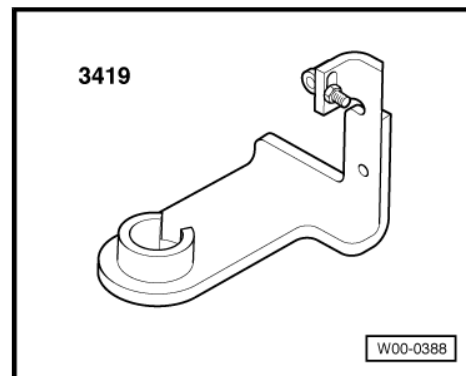
4.2 Removing and installing flange shaft (right-side)

Special tools and workshop equipment required

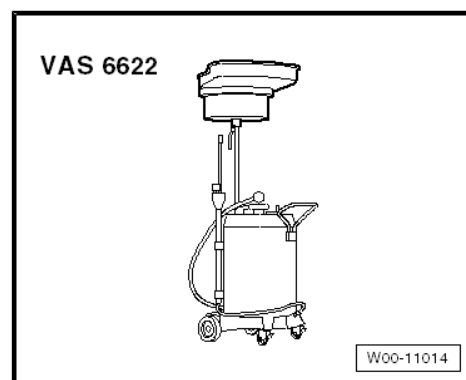
- ◆ Pin - VW 295-
- ◆ Multi-purpose tool - VW 771-



- ◆ Counterhold tool - 3419-



- ◆ Used oil collection and extraction unit - VAS 6622-



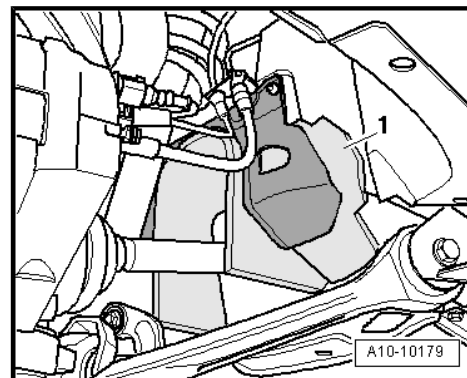
- ◆ Nuts M10 (2x)

- ◆ Sealing grease - G 052 128 A1-

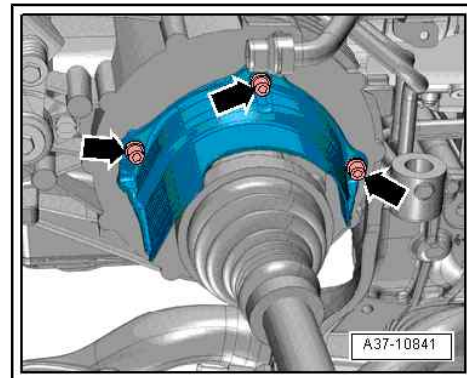
Removing

- Remove front right wheel.

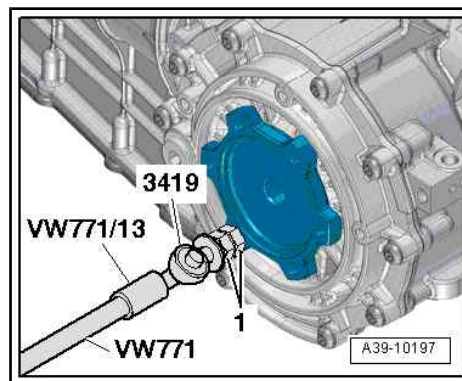
- Remove cover 1 for drive shaft (right-side) from wheel housing.



- Remove bolts -arrows- and detach heat shield for drive shaft (right-side).
- Unbolt drive shaft (right-side) from flange shaft on gearbox and move drive shaft to rear.



- Place used oil collection and extraction unit - VAS 6622- below gearbox.
- Screw eye bolt from counterhold tool - 3419- into one of the threaded holes on flange shaft (right-side) with 2 nuts M10 -item 1- attached.
- Attach multi-purpose tool - VW 771- with -VW 771/13- to eye bolt and pull flange shaft off gearbox.



Installing

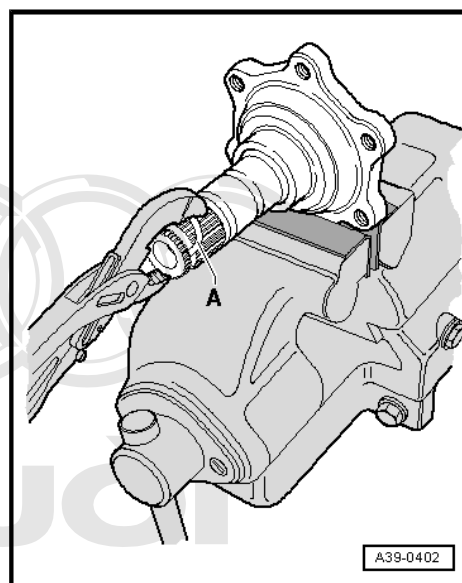
Installation is carried out in the reverse order; note the following:



Note

Renew circlip for flange shaft (right-side).

- Clamp flange shaft in vice, using jaw protectors. Use new circlip -A- to press old circlip out of groove in flange shaft.
- Check oil seal for flange shaft (right-side) for damage and renew oil seal if necessary ⇒ Servicing multitronic; Rep. gr. 39 ; Oil seals; Renewing oil seal (right-side) .
- Pack space between sealing lip and dust lip half-full with sealing grease - G 052 128 A1- .
- Drive in flange shaft (right-side) with drift - VW 295- .
- Install heat shield for drive shaft ⇒ [page 114](#) .
- Secure drive shaft (right-side) to flange shaft in gearbox ⇒ Running gear, axles, steering; Rep. gr. 40 ; Drive shaft; Exploded view - drive shaft .
- Fit front wheel (right-side) ⇒ Running gear, axles, steering; Rep. gr. 44 ; Wheels, tyres; Tightening torque for wheel bolts .
- Check oil level in front final drive and top up as required ⇒ [page 153](#) .



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5 Gearbox control system

⇒ [“5.1 Overview of fitting locations - gearbox control system”, page 163](#)

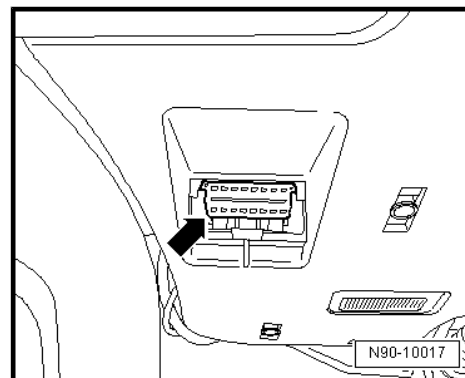
⇒ [“5.2 Removing and installing gearbox control unit”, page 165](#)

⇒ [“5.3 Removing and installing hydraulic control unit”, page 166](#)

5.1 Overview of fitting locations - gearbox control system

Diagnostic connection

- ◆ Fitting location: The diagnostic connection for the vehicle diagnostic tester is located in the driver's footwell.
- ◆ Before servicing the gearbox, the exact cause of the failure should be identified using Guided Fault Finding, Vehicle Self-diagnosis and Test Instruments ⇒ Vehicle diagnostic tester.

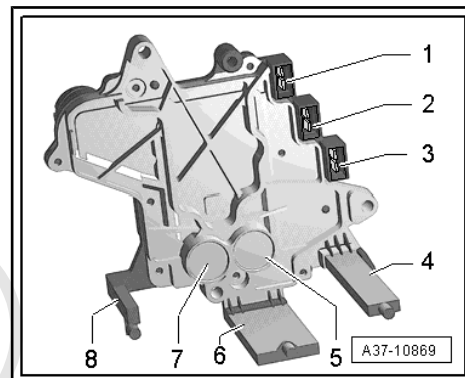


Automatic gearbox control unit - J217-

- ◆ Fitting location: the automatic gearbox control unit - J217- is fitted at rear end of gearbox directly on hydraulic control unit.

The components listed below are integrated in the automatic gearbox control unit - J217- :

- 1 - Connector for hydraulic control unit to solenoid valve 1 - N88-
- 2 - Connector for hydraulic control unit to automatic gearbox pressure regulating valve 2 - N216-
- 3 - Connector for hydraulic control unit to automatic gearbox pressure regulating valve 1 - N215-
- 4 - Gearbox input speed sender - G182- and gearbox input speed sender 2 - G612-
- 5 - Hydraulic pressure sender 1 for automatic gearbox - G193-
- 6 - Multifunction switch - F125-
- 7 - Hydraulic pressure sender 2 for automatic gearbox - G194-
- 8 - Gearbox output speed sender - G195-



Note

The automatic gearbox control unit - J217- is monitored via self-diagnosis.

Removing and installing ⇒ Servicing multitronic; Rep. gr. 39 ; Gearbox control system; Removing and installing gearbox control unit

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Hydraulic control unit

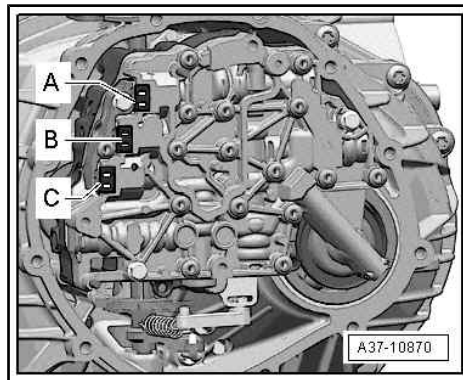
- ♦ Fitting location: The hydraulic control unit is bolted to rear end of gearbox. The automatic gearbox control unit - J217- is fitted directly onto the hydraulic control unit.

A - Connector for solenoid valve 1 - N88-

B - Connector for automatic gearbox pressure regulating valve 2 - N216-

C - Connector for automatic gearbox pressure regulating valve 1 - N215-

Removing and installing ⇒ Servicing multitronic; Rep. gr. 39 ; Gearbox control system



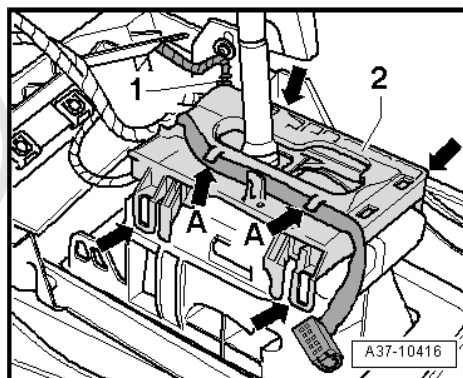
Note

The valves are monitored via self-diagnosis.

Selector lever sensors control unit - J587- and tiptronic switch - F189-

- ♦ Fitting location: the selector lever sensors control unit - J587- and the tiptronic switch - F189- are combined in a single component -2- which is clipped onto the shift unit -arrows-.

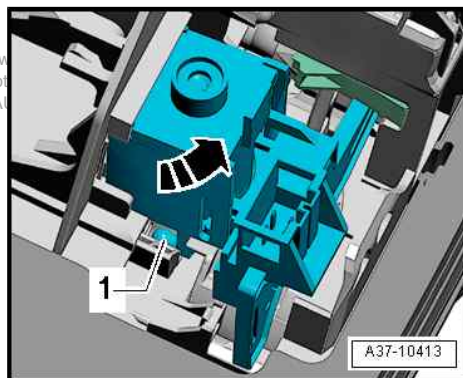
⇒ ["1.7.2 Removing and installing selector lever sensors control unit J587 and tiptronic switch F189", page 22](#)



Selector lever lock solenoid - N110-

- ♦ Fitting location: the selector lever lock solenoid - N110- -item 1- is clipped onto the selector mechanism.

⇒ ["1.7.1 Removing and installing selector lever lock solenoid N110", page 20](#)



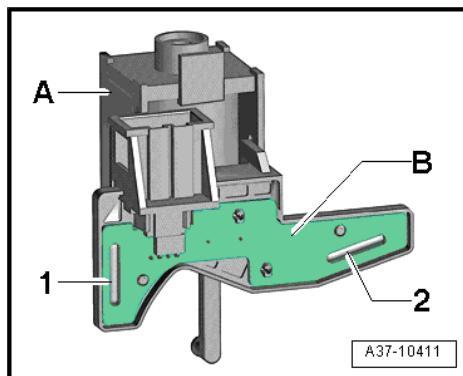
Gear selector position P switch - F305-

- ♦ Fitting location: Gear selector position P switch - F305- consists of two reed contacts (-1- and -2-) and is installed on printed circuit board -B- in selector lever lock solenoid - N110- -A-.



Note

Gear selector position P switch - F305- can only be renewed together with selector lever lock solenoid - N110- .



Kickdown switch - F8-



Note

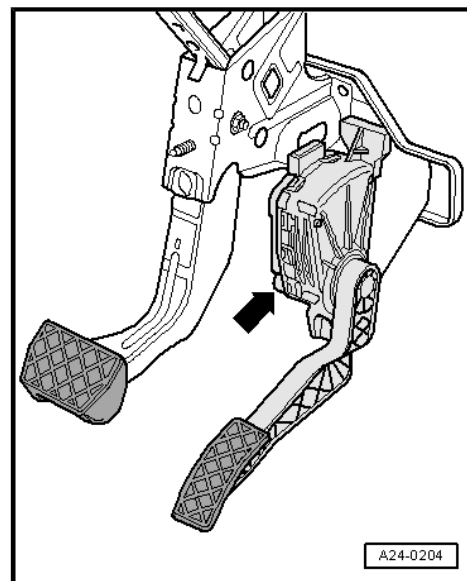
A specific value for the accelerator position sender - G79- and accelerator position sender 2 - G185- is stored in the engine control unit.

- ◆ Fitting location: the accelerator position senders are integrated in the accelerator pedal module -arrow-.



Note

The accelerator pedal module must be renewed if one of the accelerator position senders is defective ➔ Fuel supply system; Rep. gr. 20 ; Accelerator mechanism; Removing and installing accelerator pedal module with accelerator position sender -G79- / -G185- .



Selector lever position display - Y6-

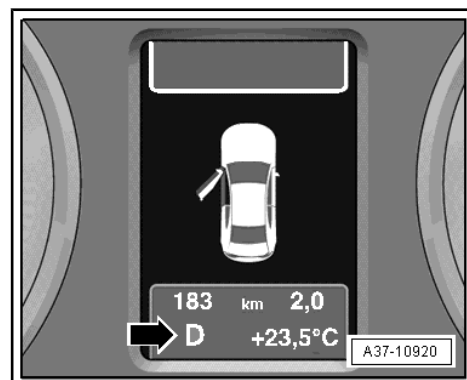
- ◆ Fitting location: The selector lever position display - Y6- is integrated in the instrument cluster.



Note

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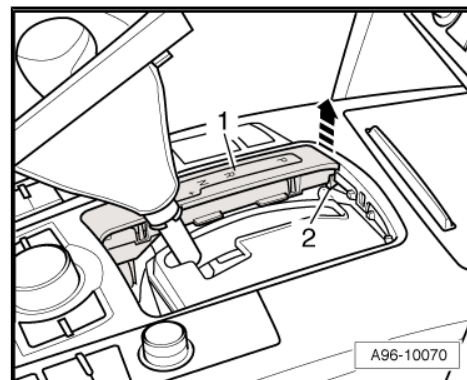
The selector lever position display -Y6- can only be renewed together with the instrument cluster - Electrical system; Rep. gr. 90 ; Dash panel insert; Removing and installing dash panel insert - KX2- .



Selector lever position display - Y26-

- ◆ Fitting location: the display unit for selector lever position - Y26- -item 1- is clipped into the centre console.

⇒ ["1.9 Removing and installing selector lever position display Y26", page 34](#)



5.2 Removing and installing gearbox control unit

Procedure

- Remove end cover ⇒ [page 147](#) .
- Remove and install automatic gearbox control unit - J217- ➔ Servicing multitronic; Rep. gr. 39 ; Gearbox control system; Removing and installing gearbox control unit .
- Install end cover ⇒ [page 147](#) .



5.3 Removing and installing hydraulic control unit

Procedure

- Remove end cover ⇒ [page 147](#) .
- Remove and install hydraulic control unit ⇒ Servicing multi-tronic; Rep. gr. 39 ; Gearbox control system .
- Install end cover ⇒ [page 147](#) .



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