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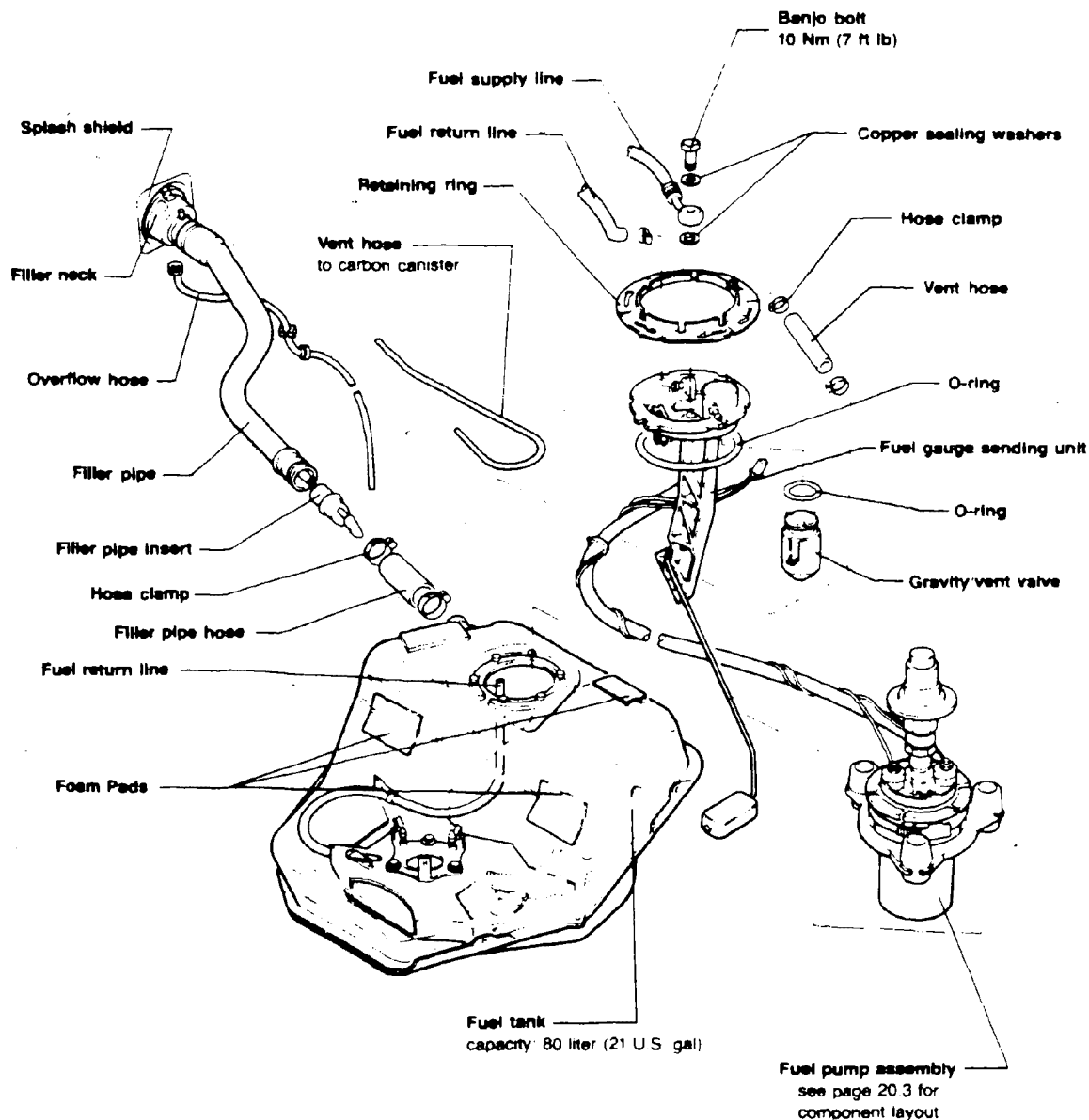
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Fuel Supply



WARNING

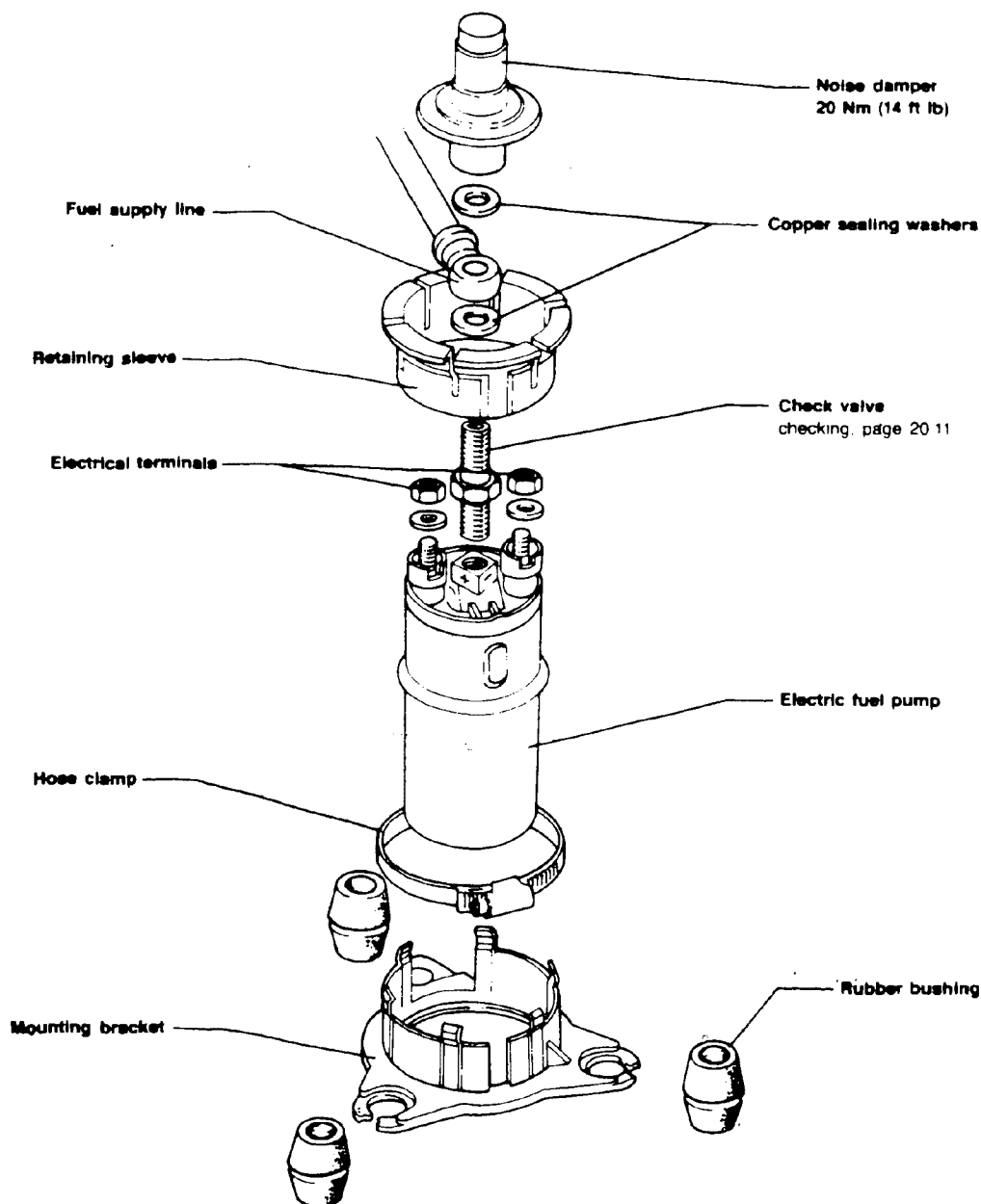
Disconnect battery ground strap when working on fuel system. Never smoke when working with fuel or have anything in area that can ignite it.

Always replace seals, sealing washers, O-rings and fuel hose clamps.

Always clean fuel lines before loosening.

20-626

Fuel Supply



WARNING

Disconnect battery ground strap when working on fuel system. Never smoke when working with fuel or have anything in area that can ignite it.

Always replace seals, sealing washers, O-rings and fuel hose clamps.

Always clean fuel lines before loosening.

20-206

Rules of Cleanliness

CAUTION

When working on the fuel supply injection system, carefully observe the following rules:

- 1 — Thoroughly clean connection and surrounding areas before loosening connection.
- 2 — After removing components, place in clean area and cover with foil or paper. Avoid using rags!
- 3 — Components which have been opened or disassembled must be carefully covered or sealed if repair cannot be carried out immediately.
- 4 — Install clean parts only.
 - remove replacement parts from package just before installing.
 - do **NOT** use spare parts that were stored loose or unpackaged (e.g. in tool boxes, etc.).
- 5 — When fuel system is open:
 - avoid using compressed air whenever possible.
 - avoid moving the vehicle whenever possible.

Safety precautions

CAUTION

Observe the following precautions to prevent personal injury as well as possible damage to sensitive electrical components.

- switch **OFF** the ignition before connecting or disconnecting components or test equipment
- connect and disconnect battery **ONLY** with ignition switched **OFF** otherwise the control unit could be damaged
- if the engine must be cranked but not started (for compression testing etc.) disconnect power output stage of ignition coil and
- do **NOT** use battery booster longer than one minute nor should 16.5 volts be exceeded
- do **NOT** wash engine unless ignition is switched **OFF**
- disconnect **BOTH** battery terminals whenever arc or spot welding
- before towing, vehicles with a defective ignition system (or where this is suspected) must have terminal 1 (green) of the ignition coil disconnected
- do **NOT** connect a condenser of any kind to terminal 1 of the ignition coil
- when installing noise suppressors, **ONLY** use 1000 ohms for high tension wires and 5000 ohms for spark plug connectors
- do **NOT** replace distributor rotor (marked R1) with a different type
- if the vehicle is heated up (e.g. in a painting booth) do **NOT** start the engine until it has had sufficient time to return to room temperature

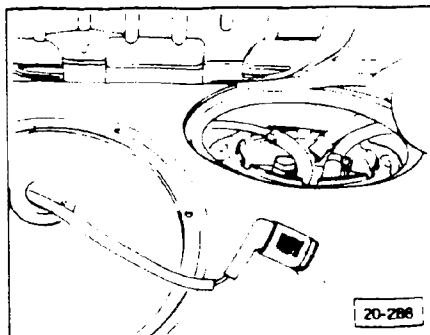
CAUTION

Before disconnecting a customers battery; **ALWAYS** ask for the radio code (if equipped with an anti-theft radio).

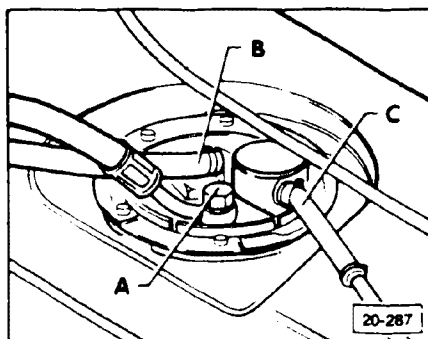
Note

A variety of electrical connectors are used on this vehicle, **ALWAYS** use the VW 1594 adaptor kit to connect test instruments to these connectors.

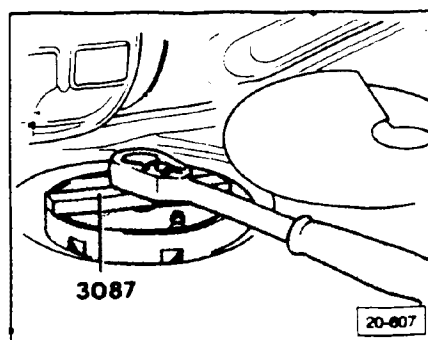
Fuel gauge sending unit, removing



- remove luggage compartment cover
- remove sending unit access cover
- remove harness connector



- pull off supply line A, return line B and vent hose C

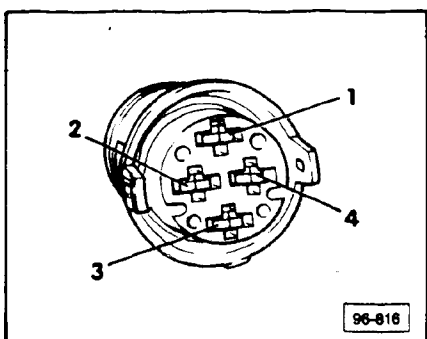
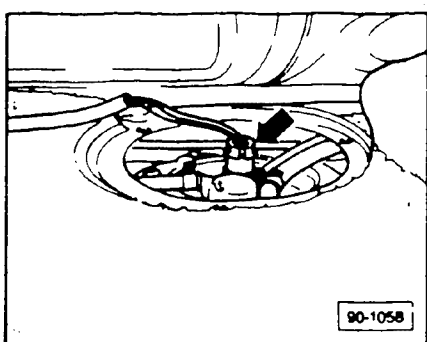
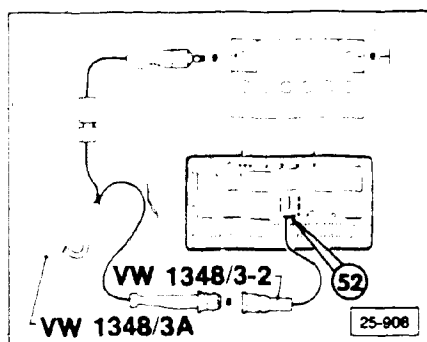


- loosen retaining sleeve and pull out fuel gauge sending unit (using tool 3087)
- pull off fuel hoses inside of sender housing
- detach electrical connections
- remove gravity valve

Fuel pump, checking

Requirements:

- battery must be fully charged (12 volts minimum)
- fuse #13 **OK**
- fuel filter must be clean and properly installed



- remove fuel pump relay from fuse relay panel (relay location 10)
- connect remote control **VW 1348/3A** to terminal **52** using adaptor **VW 1348/3-2**
- connect positive wire of **VW 1348/3A** to battery (+) or to terminal 15 of the ignition coil
- remove access cover for fuel gauge sending unit and fuel pump (under trunk compartment floor covering)
- disconnect fuel pump and sending unit harness connector (arrow)
- check voltage between terminal 1 (green/yellow) and 4 (brown) on harness connector, using multimeter **US 1119**, by continuously pressing switch on remote control **VW 1348/3A**
 - approximately battery voltage

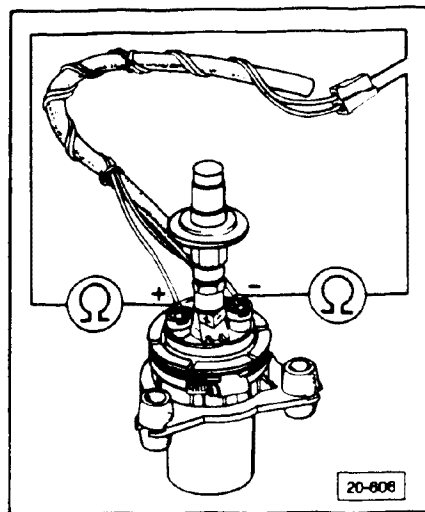
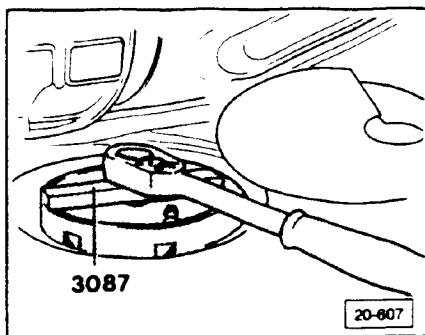
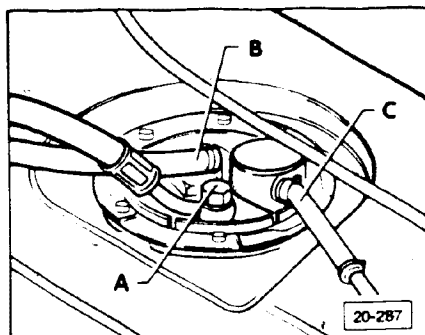
If **NO**

- check wiring using wiring diagram

If **YES**

- reconnect harness connector

Fuel Supply



- depress **VW 1348/3A** remote control switch
 - fuel pump must run audibly

If **NO**

- check fuel pump as follows

CAUTION

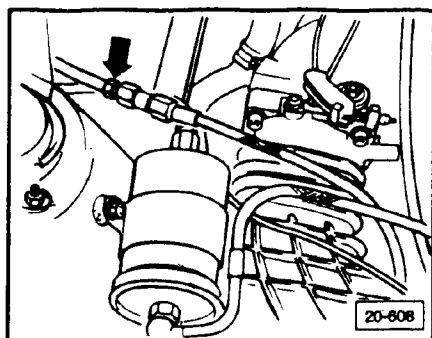
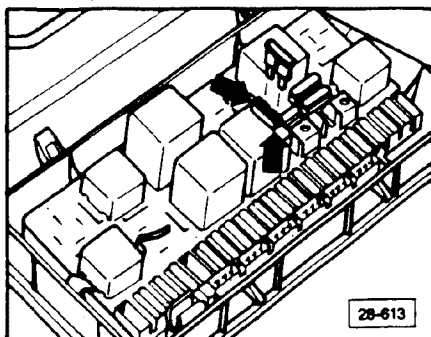
The fuel tank should NOT be more than 2/3 full for the following checks. Drain a portion of the fuel if necessary.

- remove supply line (A), return line (B) and vent hose (C)
- loosen retaining ring and pull sending unit out of fuel tank
- unclip fuel pump and lift out of fuel tank

- check wires between sending unit housing and fuel pump for continuity using multimeter **US 1119**
 - zero Ohms (continuity)

If **NO**

- replace wire(s)
- if wire(s) were replaced, measure fuel pump voltage again

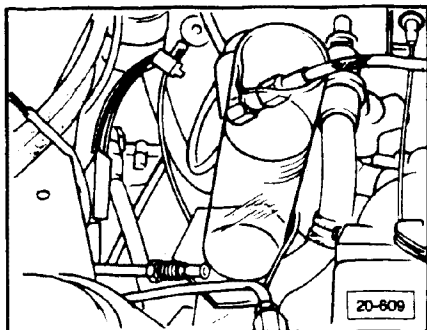


Fuel pump delivery rate, checking

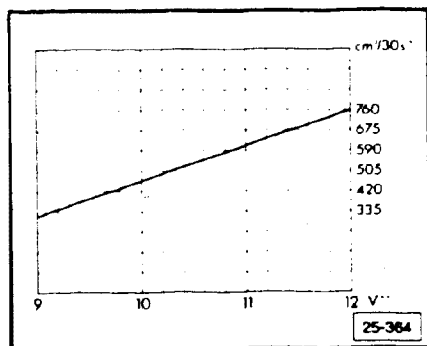
Requirements:

- battery must be fully charged (12 volts minimum)
- fuse #13 **OK**
- fuel filter must be clean and properly installed
- remove fuel pump relay from fuse panel
- switch **OFF** VW 1348/3A remote control and connect to fuse panel in place of fuel pump relay
- remove fuel pump access cover from trunk compartment floor
- pull back insulation of fuel pump harness connector
- connect multimeter **US 1119** to harness connector terminals 1 and 2 (leave plug connected to fuel pump)
- turn switch of remote control **VW 1348/3A ON**
- check voltage of running fuel pump
 - should be at least 9.0 volts
- switch **OFF** remote control **VW 1348/3A**
- disconnect fuel return line at connection (arrow)

Fuel Supply



- insert fuel return line into graduated beaker
- activate remote control **VW 1348/3A** for 30 seconds
 - fuel pump delivery rate is dependent on battery voltage
 - minimum fuel delivery rate, see diagram



- *minimum delivery rate in cubic centimeters per 30 seconds at fuel return line
- **voltage of running fuel pump, engine not running, should be approximately 2 volts less than battery voltage

Example

- with 10 volts, there should be approximately 450 cc's of fuel

Note

The chart is expressed in units of cubic centimeters (cc's). It is also acceptable to substitute milliliters (ml) for cc's.

This will allow you to use containers calibrated in cc's or ml's with equal results.

- 1 milliliter = 1 cubic centimeter

WARNING

Fire hazard. Do not smoke or have anything in area that can ignite fuel.

CAUTION

Pressure gauge lever **must** be left in **closed** position.

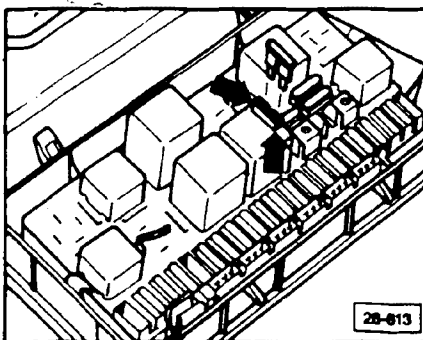
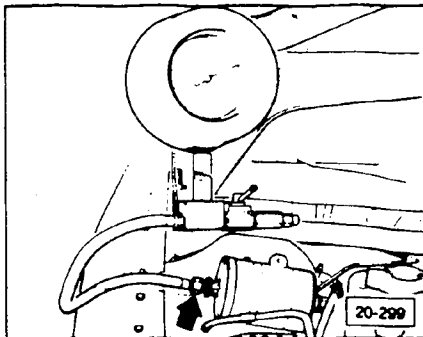
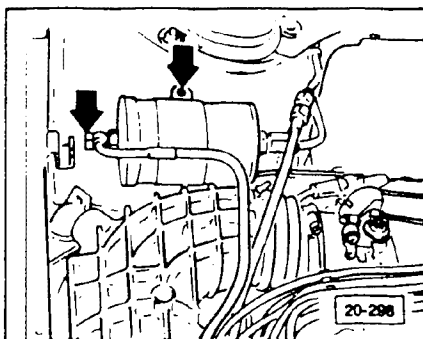
Fuel pump check-valve, checking/replacing

Requirements:

- fuel distributor **OK**
- cold start valve **OK**
- fuel accumulator **OK**
- fuel pump **OK**
- fuel injectors **OK**
- no fuel leaks
- engine oil temperature approximately 50°C (122°F)

Checking

- loosen fuel filter (**right arrow**)
- remove fuel line at fuel filter (**left arrow**)



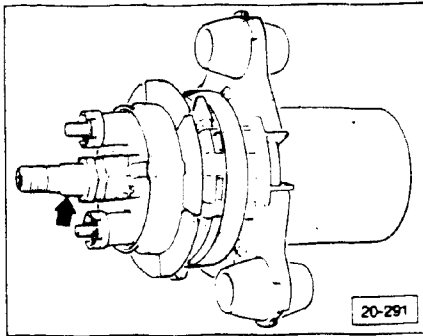
- connect pressure gauge **VW 1318** to fuel filter (**arrow**) using adaptor **VW 1318/23**
- remove fuel pump relay from fuse panel
- connect **VW 1348/3A** to fuse panel in place of fuel pump relay using adaptor **VW 1348/3-2**
- turn **ON** remote control for 15 seconds then switch **OFF**
- watch pressure drop on gauge
 - should not drop below 2.6 bar (38 psi) after 10 minutes

If pressure **NOT OK**

- check fuel supply connections

If connections **OK**

- replace fuel pump check valve



Replacing

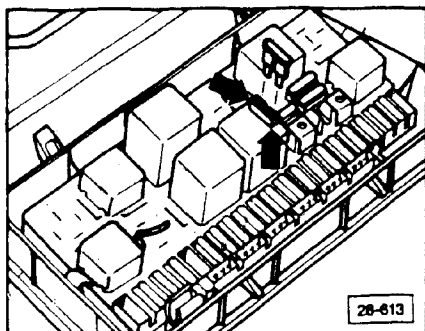
- remove fuel pump
- remove check valve (arrow)
- install new check valve with new seal

CAUTION

Do not clamp fuel pump in vise or damage will result.

WARNING

Fire hazard. Do not smoke or have anything in area that can ignite fuel.

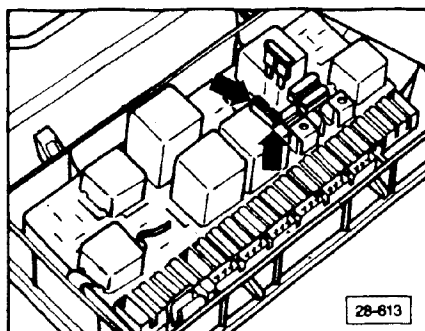


Fuel pump, electrical checking

- check fuse No. 13 (15 amps) in fuse/relay panel, replace if necessary
- remove fuel pump relay from fuse panel
- connect remote control **VW 1348/3A** to fuse panel in place of fuel pump relay using adaptor **VW 1348/3-2**
- turn **ON** remote control
 - fuel pump must run audibly

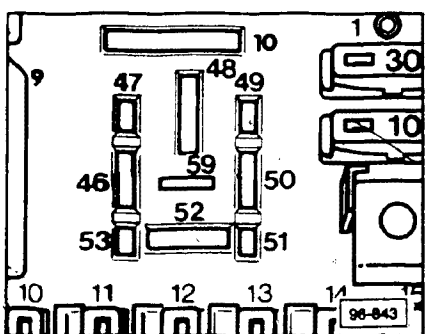
If **NO**

- check wiring and relay panel for open circuit using wiring diagram
- If pump runs with remote control turned **ON**, but **DOES NOT** run when cranking engine
- check fuel pump relay and connections using wiring diagram
 - turn **OFF**



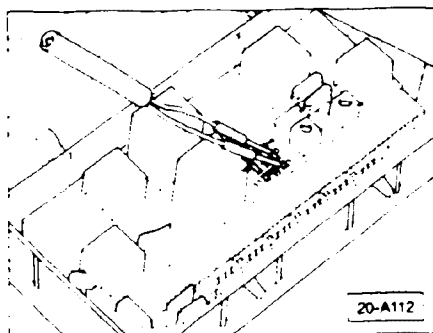
Relay/wiring, checking

- remove fuel pump relay (**arrows**)

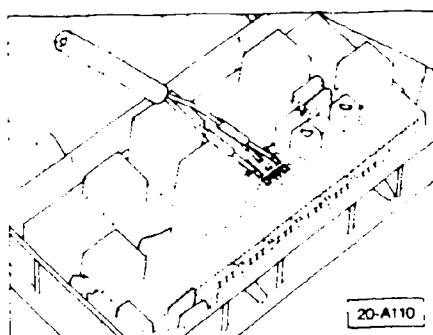


- check using LED tester **US 1115** (between terminal **46** and ground)
 - LED tester must light up

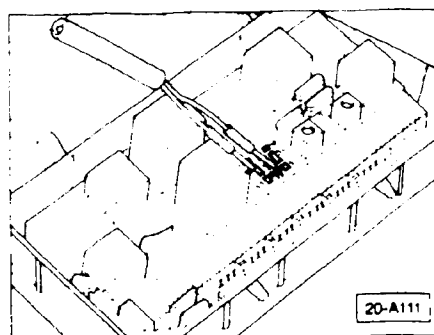
Fuel Supply



- check using LED tester US 1115 between terminals **50** and **51**
- crank engine
 - LED tester must flicker



- check using LED tester US 1115 between terminal **46** and **50**
 - LED tester must light up



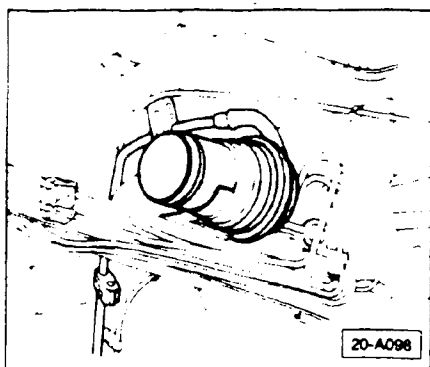
- check using LED tester US 1115 between terminal **46** and **52**
 - LED tester must light up

Note

If LED tester fails to light up in all tests, check for break in wiring according to wiring diagram. If LED tester lights up in all tests, and still no voltage at fuel pump, replace fuel pump relay.

Fuel supply, component locations

Fuel accumulator, location



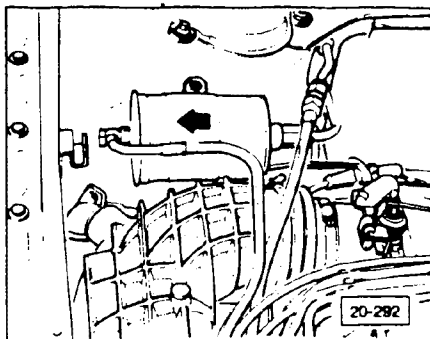
- same as used on turbocharged models
- 20 cc capacity

Note

The fuel pressure accumulator maintains residual pressure at 3.4 bar (49.3 psi).

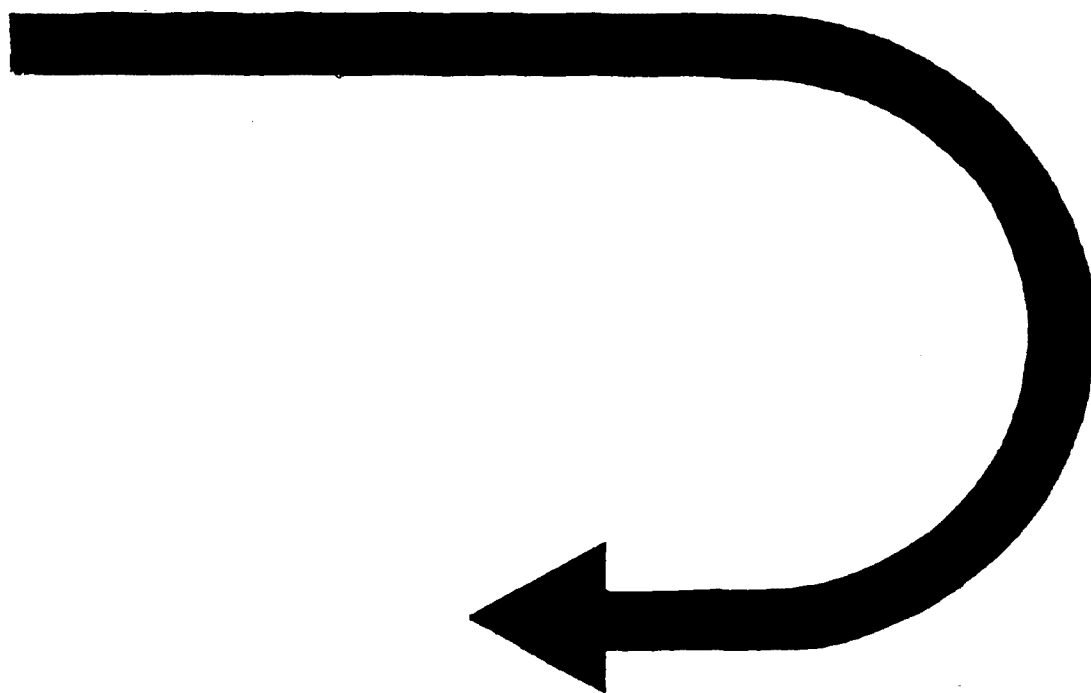
The accumulator is located above the rear axle on the right hand side.

Fuel filter, installed position

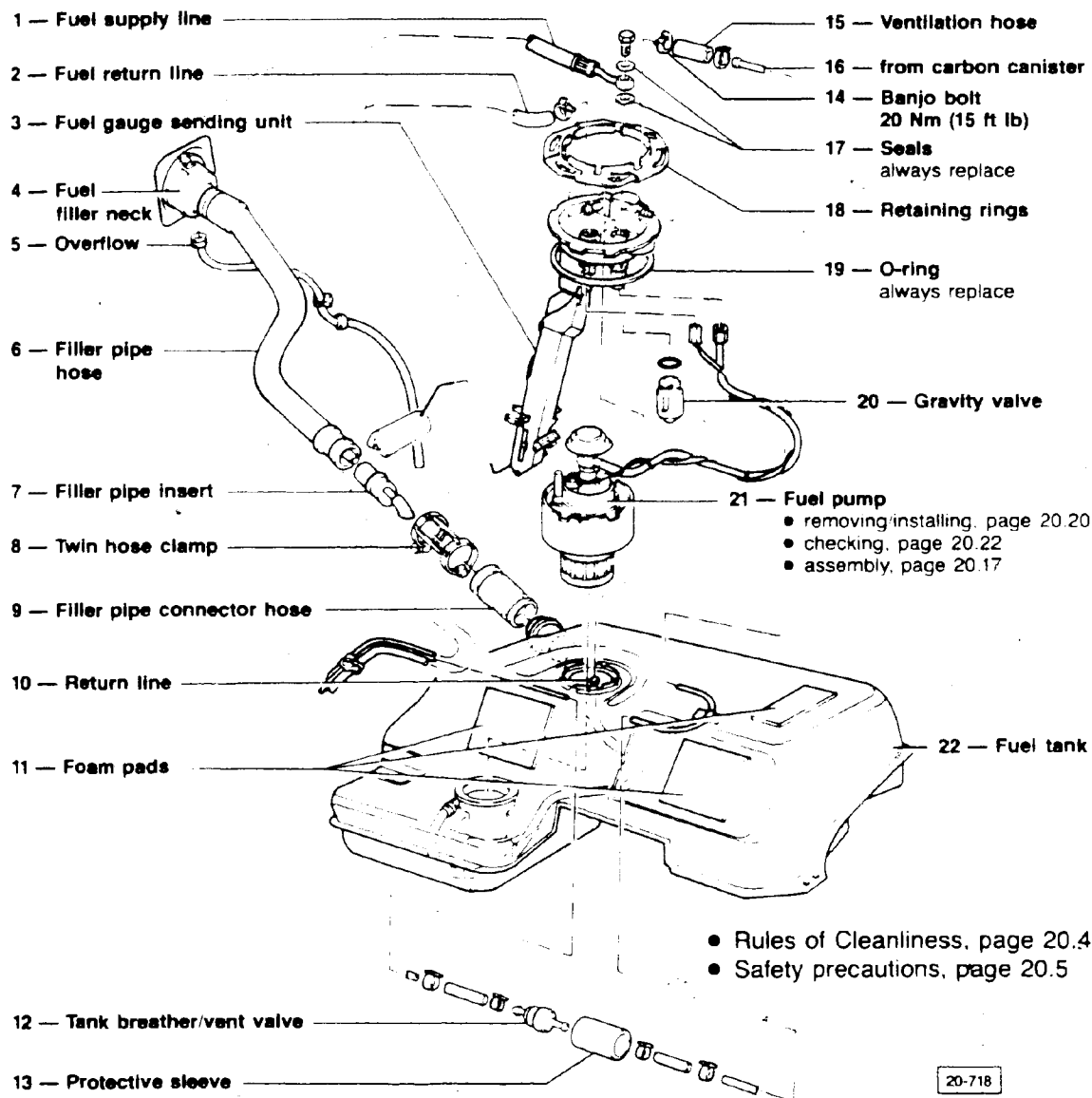


- arrow must point in direction of fuel flow to fuel distributor (under-hood location shown)

CONTINUED IN THE
BEGINNING OF NEXT ROW



Fuel Supply



Notes

- Always replace all seals and gaskets and hose clamps when working on the fuel system.
- Always use screw type clamps with a rounded edge that will not cut into the material being clamped.
- Remote control connecting, page 20.18
- Fuel pump relay checking, page 20.27
- When removing or installing the fuel gauge sender unit ensure that the wires are not damaged.

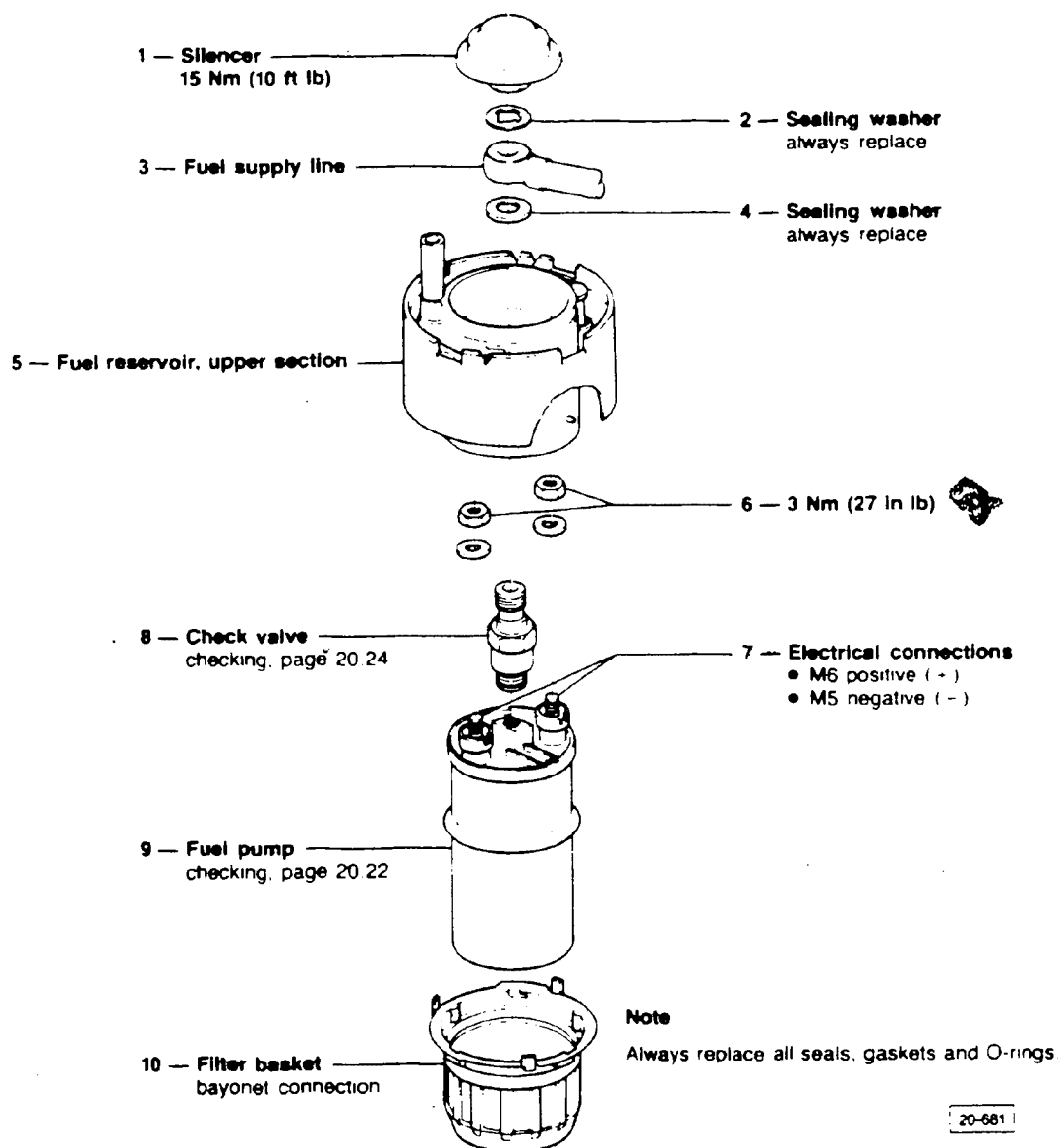
CAUTION

Always observe the safety and cleanliness precautions when working on the fuel system.

WARNING

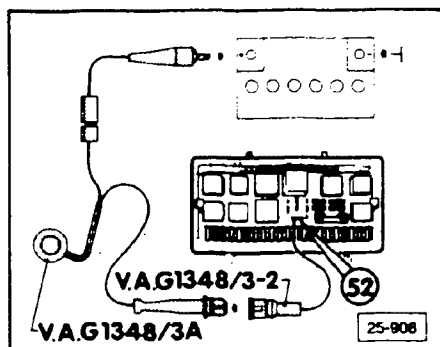
Do **NOT** smoke when working with fuel or allow anything in the area that can ignite it.

Fuel Supply



Remote control VAG 1348/3A, connecting

- remove fuel pump relay from fuse/relay panel location 10
- connect remote control **VAG 1348/3A** to terminal **52** of fuel pump relay socket and to battery positive using adaptor cable **VAG 1348/3-2**

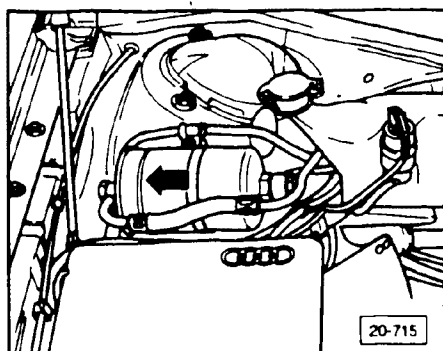


Fuel filter, mounting position

WARNING

Do **NOT** smoke when working with fuel or allow anything in the area that can ignite it. *

- mount fuel filter with (**arrow**) in direction of fuel flow



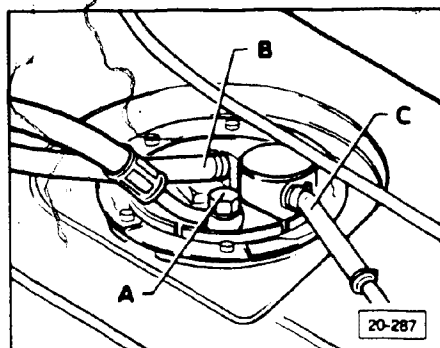
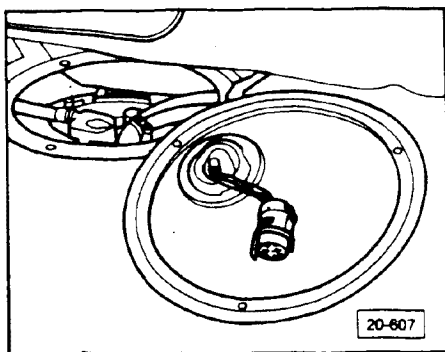
Fuel gauge sending unit, removing/installing

WARNING

Do **NOT** smoke when working with fuel or allow anything in the area that can ignite it.

Removing

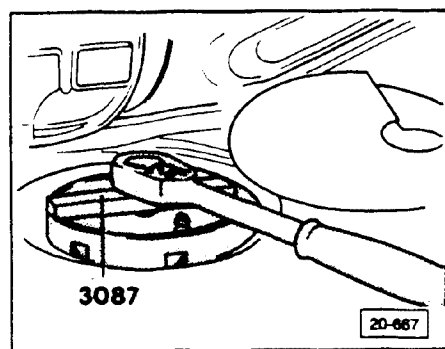
- remove fuel gauge sending unit access cover (located beneath trunk floor carpet)
- disconnect sending unit harness connector



- remove fuel supply line **A**, return line **B** and vent line **C**

CAUTION

Fuel tank must **NOT** be more than 2/3 full.



- loosen sender retaining ring using tool **3087**
- carefully lift sending unit/fuel pump assembly out of tank
 - ensure that wiring is not disturbed or damaged when removing or installing sender unit
- disconnect fuel supply line from inside of sender housing
- disconnect fuel return line from inside of sender housing
- disconnect fuel pump electrical connections
- unclip gravity valve

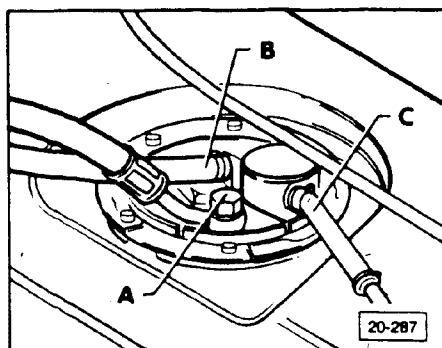
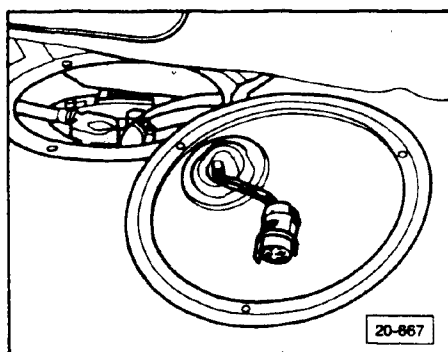
Fuel pump, removing/installing

WARNING

Do **NOT** smoke when working with fuel or allow anything in the area that can ignite it.

Removing

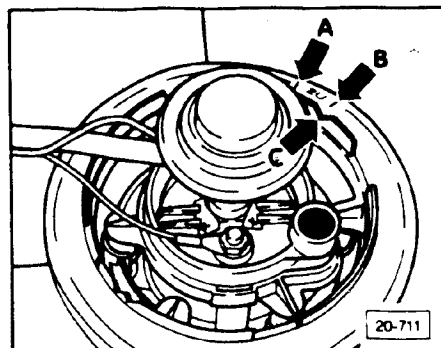
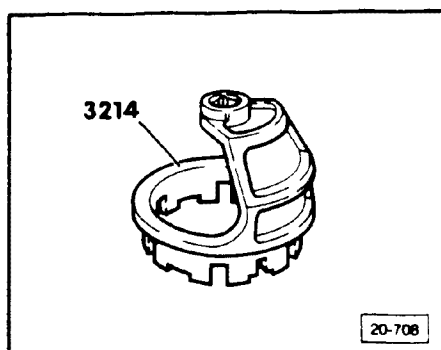
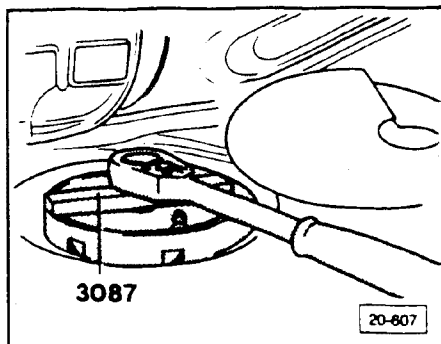
- remove fuel gauge sending unit access cover (located beneath trunk floor carpet)
- disconnect sending unit harness connector



- remove fuel supply line A, return line B and vent line C

CAUTION

Fuel tank must **NOT** be more than 2/3 full.

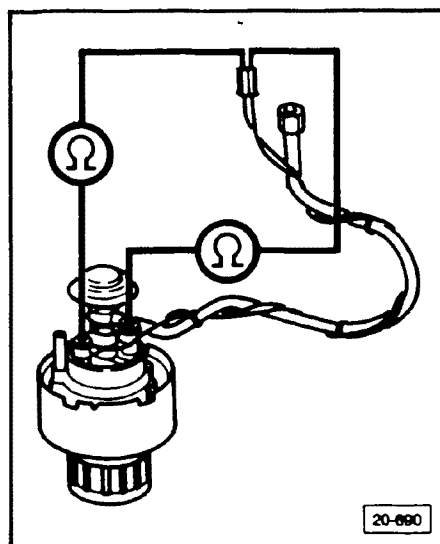
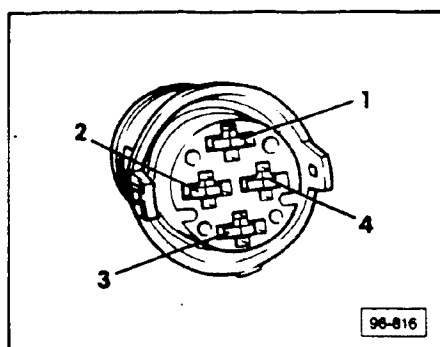
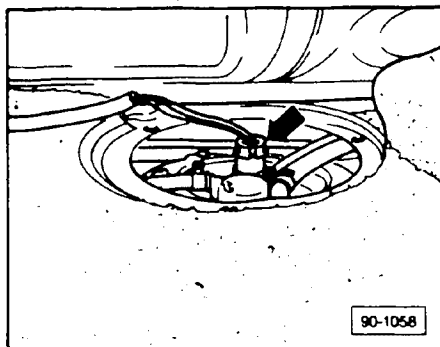


- loosen sender retaining ring using tool **3087**
- carefully lift sending unit/fuel pump assembly out of tank
 - ensure that wiring is not disturbed or damaged when removing or installing sender unit
- disconnect fuel supply line from inside of sender housing
- disconnect fuel return line from inside of sender housing
- disconnect fuel pump electrical connections
- rotate pump housing approximately 15 mm counterclockwise using tool **3214**
- withdraw fuel pump upwards

Fuel pump, installing

Installation is reverse of removal procedure.

- install fuel pump as follows
- fit fuel pump in fuel reservoir so notch at C faces mark A
- attach tool **3214** to fuel pump
- rotate fuel pump clockwise until notch C aligns with mark B



Fuel pump, checking

WARNING

Do **NOT** smoke when working with fuel or allow anything in the area that can ignite it.

Requirements:

- fuse 13 **OK**
- fuel filter **OK** (not plugged or damaged)
- battery voltage 12 volts minimum
- remote control connected, see page 20.18
- remove fuel gauge sending unit access cover (located beneath trunk floor carpet)
- disconnect fuel pump and fuel gauge harness connector (**arrow**)
- switch multimeter **US 1119 (VAG 1526)** to 20 volt range
- activate remote control and leave on while making the following check
- connect multimeter to terminals 1 (green/yellow) and 4 (brown)
 - must be approximate battery voltage

- switch **OFF** remote control

If **NO**

- repair open circuit using wiring diagram

If **YES**

- re-connect harness connector
- switch **ON** remote control
 - fuel pump must run audibly

If **NO**

- remove fuel pump, see page 20.20

- switch multimeter **US 1119 (VAG 1526)** to resistance range
- check for continuity between connector and fuel pump

If **NO**

- replace connecting cable

If **YES**

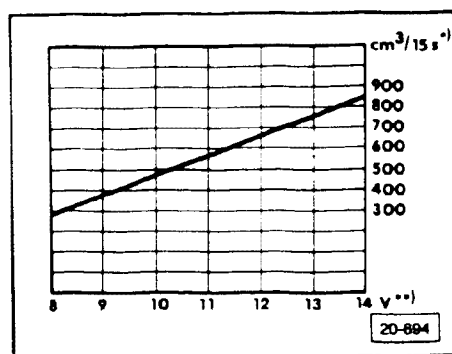
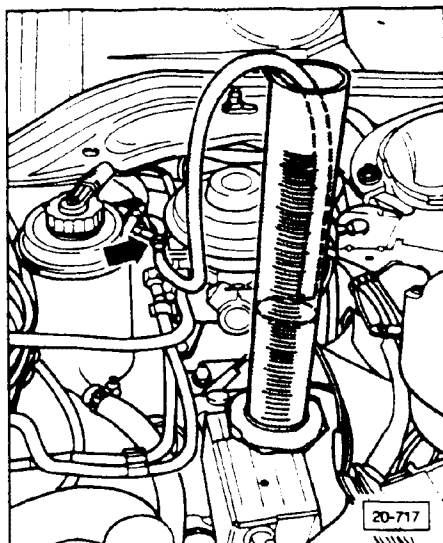
- replace fuel pump

Fuel pump delivery rate, checking

Requirements:

- fuse 13 **OK**
- fuel filter **OK** (not plugged or damaged)
- battery voltage 12 Volts minimum
- remote control **VAG 1348/3A** connected, see page 20.18

- connect a hose to fuel supply line (**arrow**), run other end into graduated beaker



- operate remote control for 15 seconds
 - compare voltage value and amount of fuel delivered with chart

*minimum delivery quantity in cc's per 15 seconds

**voltage at fuel pump with engine off and fuel pump running (approximately 2 volts less than battery voltage)

Note

The chart is expressed in units of cubic centimeters (cc's). It is also acceptable to substitute milliliters (ml) for cc's.

This will allow the use of containers calibrated in cc's or ml with equal results.

- 1 milliliter = 1 cubic centimeter

If **NOT OK**

- check for filter blockage or pinched lines, replace or repair as necessary

If still **NOT OK**

- replace fuel pump and repeat test

Fuel pump check valve, checking

Requirements:

- fuel pressure regulator must be **OK**
- fuel pump must be **OK**
- fuel injectors must be **OK**
- must **NOT** be any leaks in fuel system

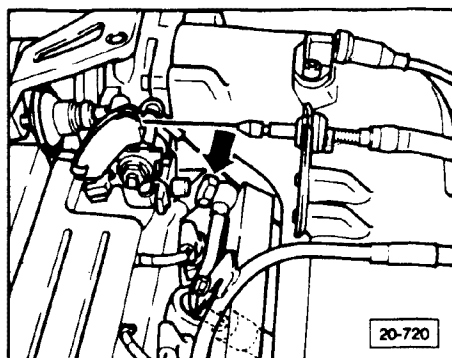
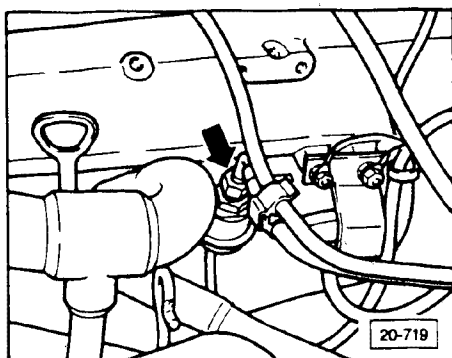
CAUTION

Pressure gauge lever must remain closed during entire check.

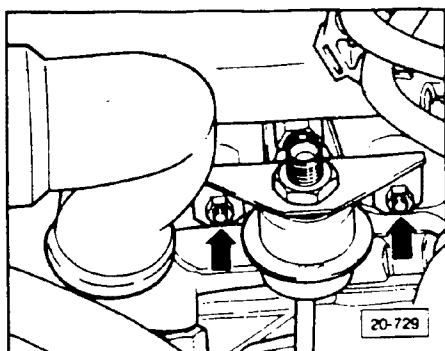
WARNING

Do **NOT** smoke when working with fuel or allow anything in the area that can ignite it.

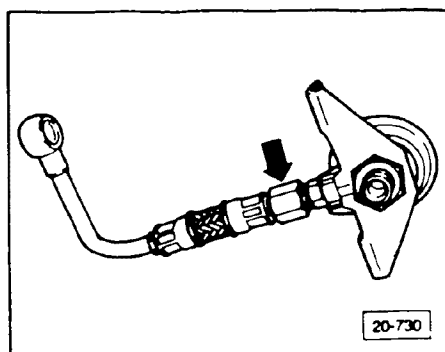
- disconnect fuel return line from pressure regulator (**arrow**)



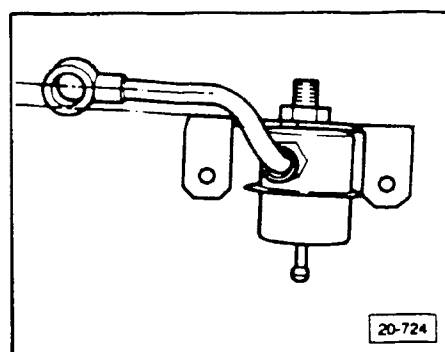
- disconnect fuel line from fuel rail that connects to pressure regulator



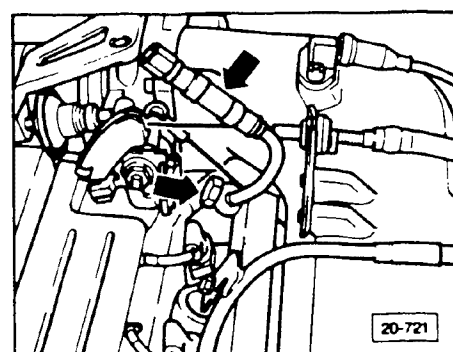
- remove mounting bolts from pressure regulator
- remove pressure regulator and carefully withdraw from intake manifold complete with fuel line



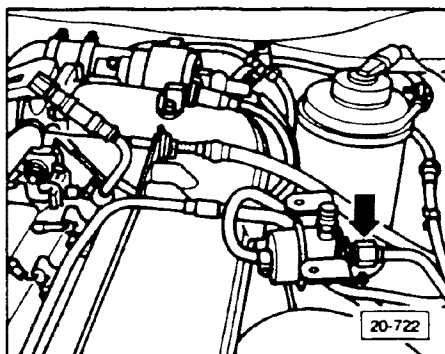
- remove fuel line from pressure regulator-



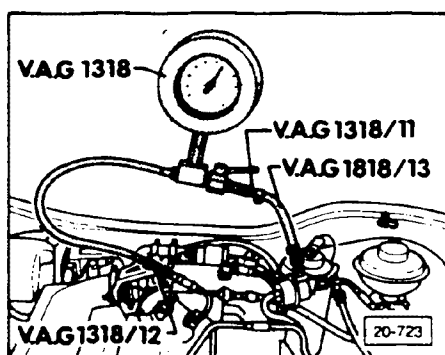
- install pressure regulator in reverse order of removal procedure
 - note that the connecting line should be fitted to the pressure regulator parallel to the pressure regulator bracket (as shown)



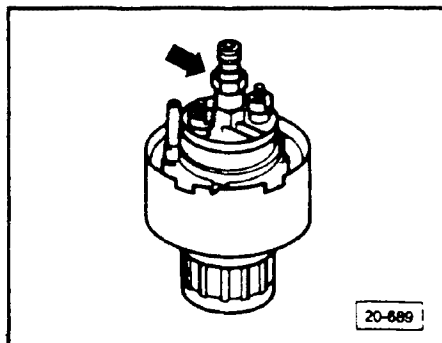
- re-connect fuel line to fuel rail; however, rotate fuel line 180° from installed position and tighten



- connect fuel return line to pressure regulator



- connect **VAG 1318** pressure gauge between supply line and pressure regulator using **VAG 1318/11, 12 and 13** adaptors
- open shut off valve for gauge
 - lever must be in line with valve body
- connect remote control **VAG 1348/3A**, see page 20.18
- operate remote control switch for 30 seconds
- close shut off valve for gauge
 - lever must be perpendicular to valve body
- briefly operate remote control switch until gauge reads a maximum of 5.5 bar (80 psi)
- observe pressure gauge reading
 - maximum allowable pressure drop after 10 minutes: 0.5 bar (7 psi)
- If pressure drop exceeds spec
- check pressure gauge and fuel supply connections for leakage
- If OK
- replace fuel pump check valve



Fuel pump check valve, replacing

- remove fuel pump, see page 20.20
- unscrew check valve and replace complete with new sealing washers
 - tightening torque: 20 Nm (15 ft lb)

CAUTION

Do **NOT** clamp fuel pump in a vise!

- reinstall fuel pump in reverse order from removal procedure

Fuel pump relay (J 17), checking

- remove fuses **13**, **24** and **28**
- connect **US 1115 (VAG 1527B)** LED tester between ground and right terminal for fuse **13**
- operate starter briefly
 - fuel pump relay must click in (audibly) and LED tester must light up

If fuel pump relay does NOT click in

- check fuel pump relay triggering (this section)

Note

First connect LED tester **US 1115 (VAG 1527B)** between ground and the left terminal of fuse **24** and perform the following steps then connect the tester between ground and the left terminal of fuse **28** and repeat the steps.

- switch **ON** ignition
 - LED tester must not light up until engine is cranked

If LED tester lights up

- connect LED tester to right terminal of respective fuse

- switch **ON** ignition
 - LED tester must not light up until engine is cranked

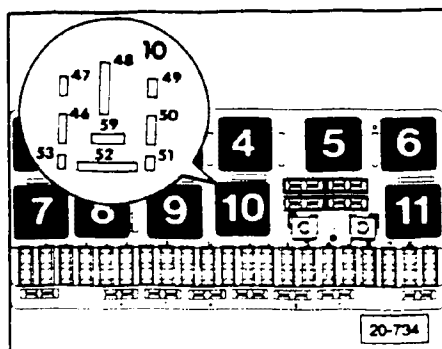
- operate starter briefly
 - LED tester must light up while cranking

If **NO**

- check fuel pump relay wiring (this section)

If LED tester lights up during cranking

- reinstall fuses **13**, **24** and **28**



Fuel pump relay wiring, checking

- switch ignition **OFF**
- remove fuel pump relay from fuse relay panel, location **10**
- switch multimeter **US 1119 (VAG 1526)** to resistance range
- check for continuity (0.5 ohms maximum) between the following terminals
 - between fuse **13** and terminal **52** of fuel pump relay socket
 - between fuse **24** and terminal **59** of fuel pump relay socket
 - between fuse **28** and terminal **59** of fuel pump relay socket

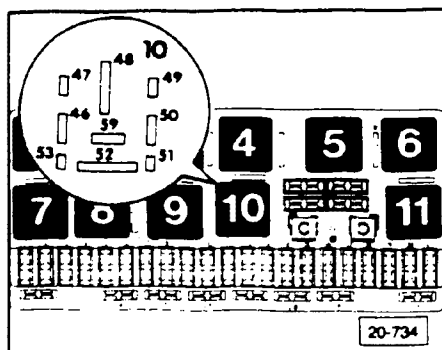
If continuity **NOT** obtained

- check for open circuit in wiring using wiring diagram, replace or repair as necessary

If wiring **OK**

- replace fuel pump relay

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Fuel pump relay triggering, checking

- remove fuel pump relay from fuse relay panel, location 10
- switch multimeter **US 1119 (VAG 1526)** to 20 Volt range
- switch ignition **ON**

- connect multimeter between terminals **46** and **50** then between **48** and **50** of fuel pump relay socket
 - must be approximately battery voltage

If **NO**

- check for open circuit in wiring using wiring diagram, repair or replace as necessary
- connect **US 1115 (VAG 1527B)** LED tester as follows: red lead to terminal **46** and black lead to terminal **47** of fuel pump relay socket
- switch ignition **ON**
 - LED tester must light up dimly
- crank engine with starter
 - LED tester must light up more brightly during cranking

If LED tester does NOT get brighter during cranking

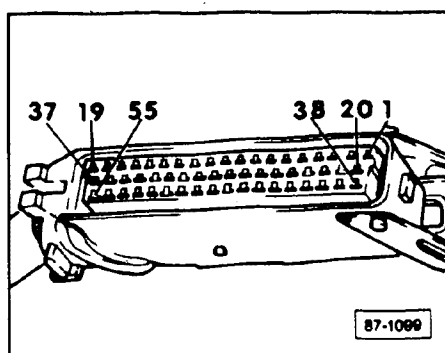
- connect **VAG 1598** Test box to CIS-E Motronic control unit harness connector using adaptor cable **VAG 1598/5**
 - control unit is NOT connected
- check wiring between terminal **47** in fuel pump relay socket and terminal **3** of Test box for continuity
 - must not be greater than 0.5 ohms

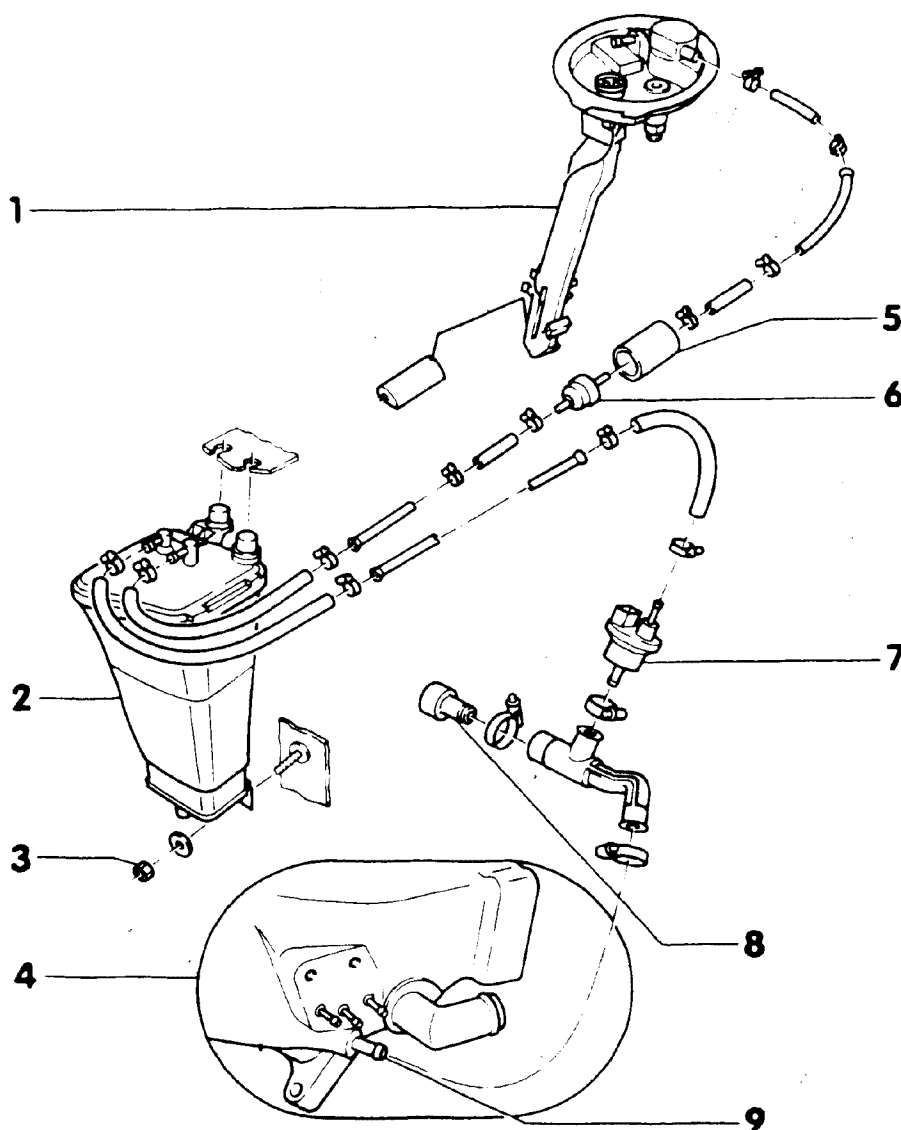
If continuity NOT obtained

- check for open circuit in wiring using wiring diagram, repair or replace as necessary

If wiring **OK** and LED tester does NOT light up

- replace CIS-E Motronic control unit
- reinstall fuses **13, 24** and **28**

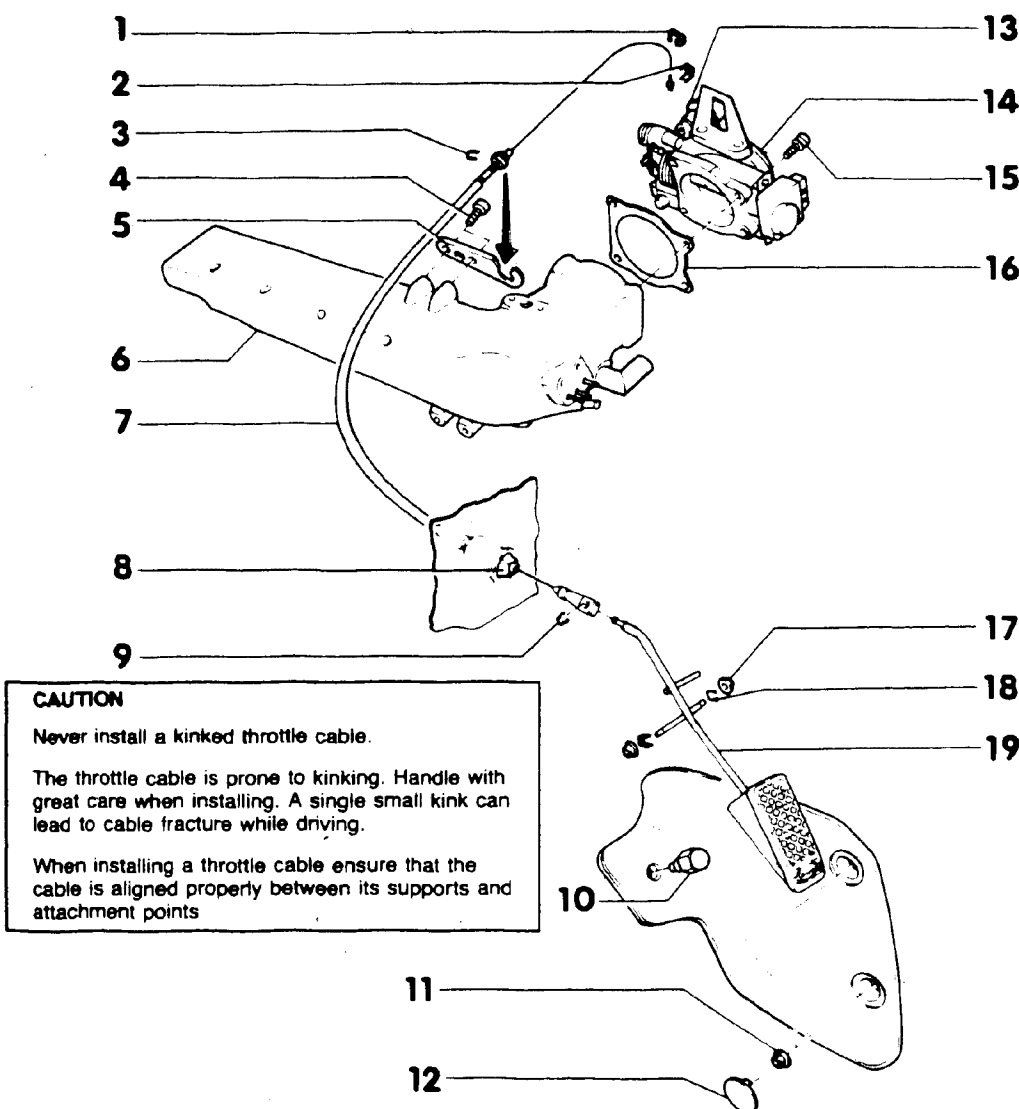




- 1 — Fuel gauge sending unit
- 2 — Carbon canister
- 3 — 10 Nm (7 ft lb)
- 4 — Intake manifold (rear view)
- 5 — Support sleeve

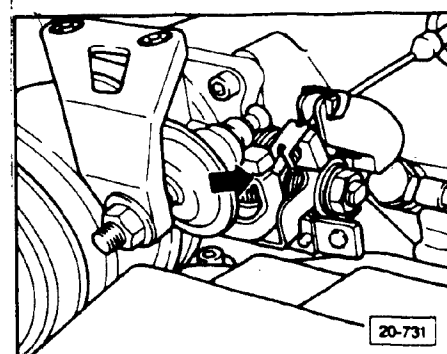
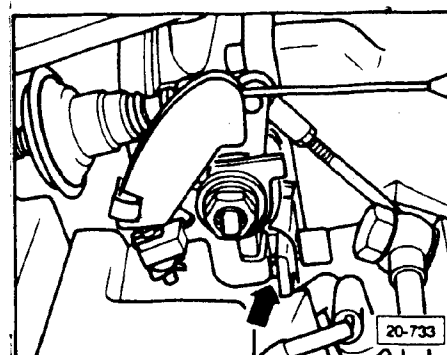
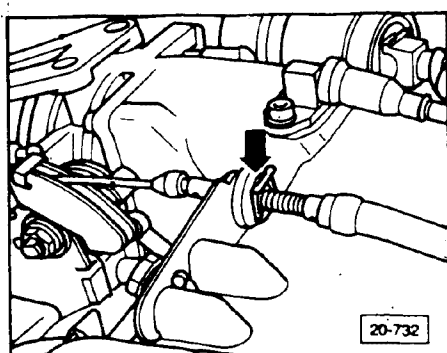
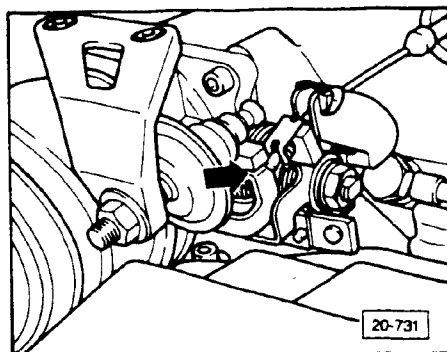
- 6 — Breather/vent valve
- 7 — Carbon canister frequency valve (N 80)
checking, see Repair Group 24
- 8 — Pressure check valve
connect to crankcase breather hose
- 9 — Vent line connection

20-725



- 1 — Clamp
- 2 — Securing clip
- 3 — Securing clip for longitudinal adjustment
- 4 — 25 Nm (18 ft lb)
- 5 — Throttle cable mounting bracket
- 6 — Intake manifold
- 7 — Throttle cable adjusting, see page 20.32
- 8 — Square mounting
- 9 — Securing clip

- 10 — Accelerator pedal stop
- 11 — 10 Nm (7 ft lb)
- 12 — Cap
- 13 — Closing damper
- 14 — Throttle valve housing
- 15 — 10 Nm (7 ft lb)
- 16 — Gasket always replace
- 17 — Bearing bush
- 18 — Securing clip
- 19 — Accelerator pedal



Throttle cable, checking/adjusting

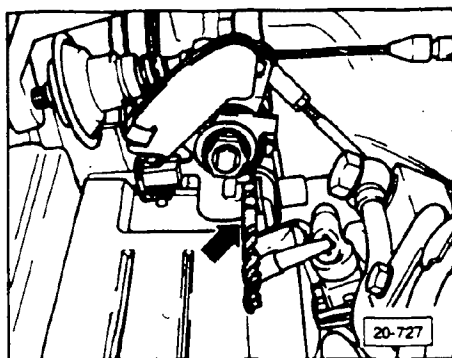
Note

The throttle cable is attached to the accelerator pedal and the throttle. The longitudinal adjustment of the throttle cable sleeve is not fixed by the circlip.

- fully depress accelerator to floor
- pull back throttle cable sleeve until cruise control lever comes to rest against full load stop (**arrow**)
- secure longitudinal adjustment using the clip (**arrow**)
- check adjustment as follows

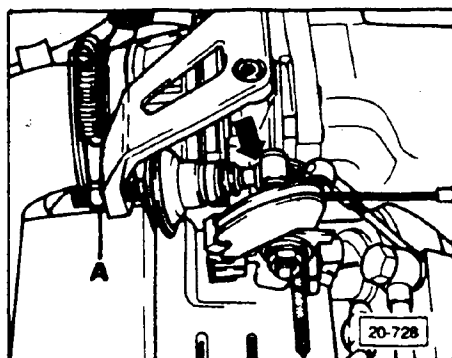
Adjustment, checking

- push cam disc by hand against idle stop (**arrow**)
 - with accelerator pedal in idle position
- fully depress accelerator pedal
 - the cruise control lever must rest against the full throttle stop (**arrow**)



Throttle damper, checking/adjusting

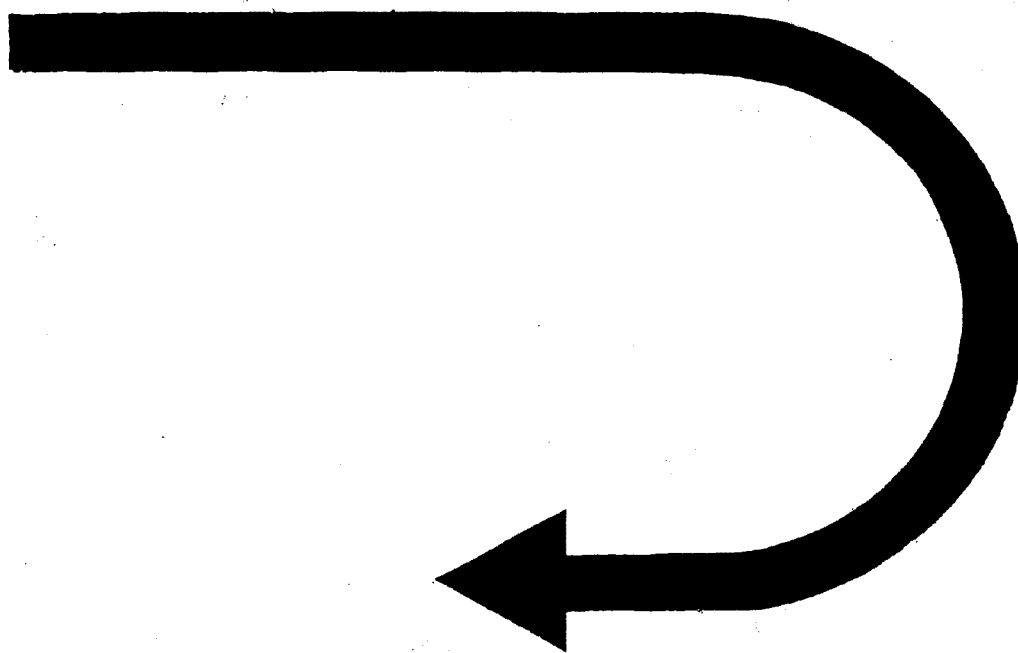
- open throttle valve
- insert 5.5 mm twist drill (shank end) between throttle valve lever and stop (**arrow**)
- throttle damper should just start to lift off of throttle valve roller



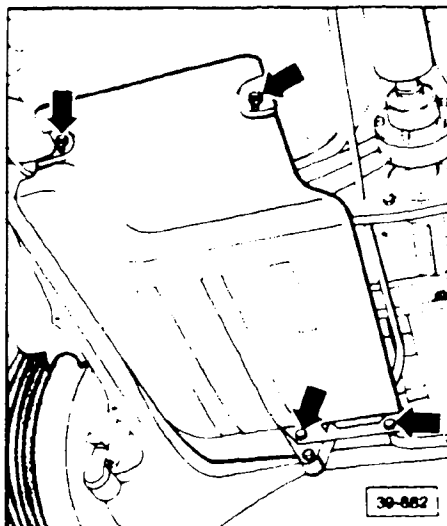
If **NO**

- loosen lock-nut **A** and rotate throttle damper until it stops touching roller (**arrow**)
- re-tighten lock-nut **A**

CONTINUED IN THE
BEGINNING OF NEXT ROW

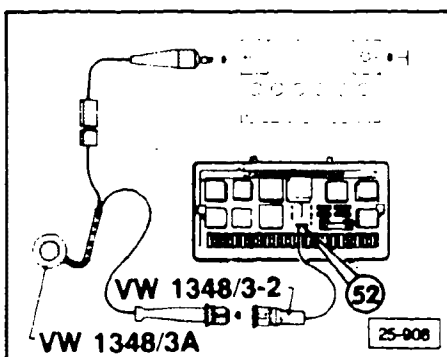


Fuel tank, removing/installing

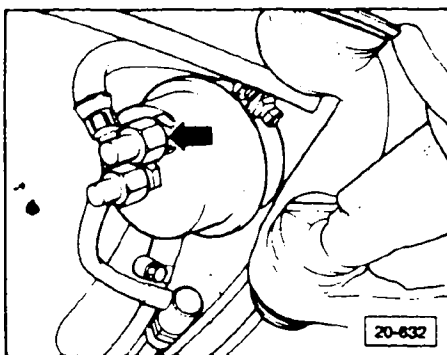


Removing

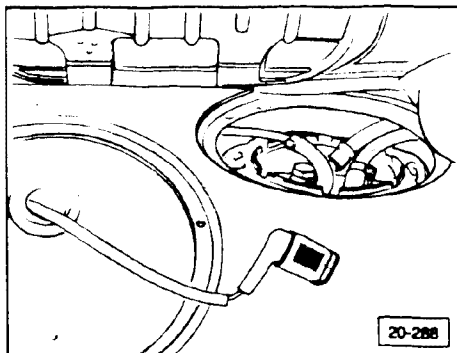
- remove four bolts securing tank cover plate (arrows)



- remove fuel pump relay from fuse/relay panel
- insert remote control VW 1348/3A and VW 1348/3-2 adaptor
- drape remote control along side of vehicle



- remove fuel line from intake on accumulator (arrow)
- activate fuel pump with remote control
- after fuel has been transferred to a suitable container, disconnect battery ground strap



remove access cover for fuel gauge and fuel pump (under luggage compartment cover)

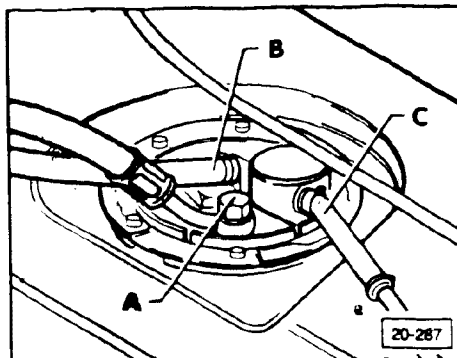
- disconnect harness connectors for fuel pump and fuel gauge

WARNING

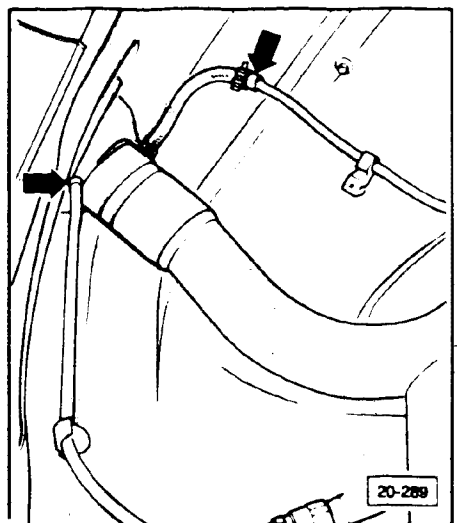
Never smoke when working with fuel or have anything in area that can ignite it.

Always clean fuel lines before loosening.

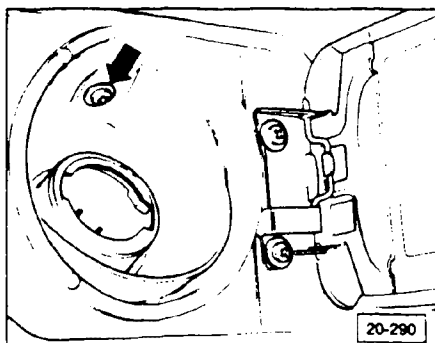
Always replace seals and fuel hose clamps.



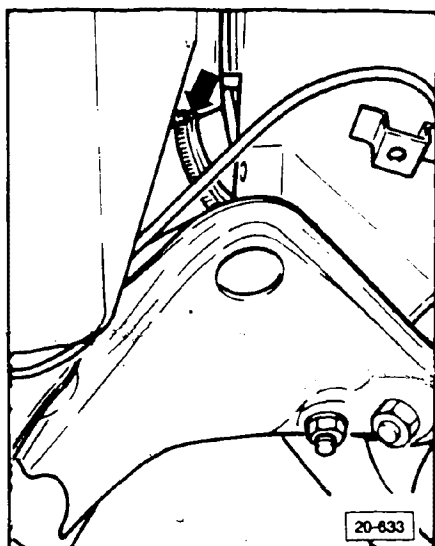
- detach fuel supply hose (A), fuel return hose (B) and vent hose (C)



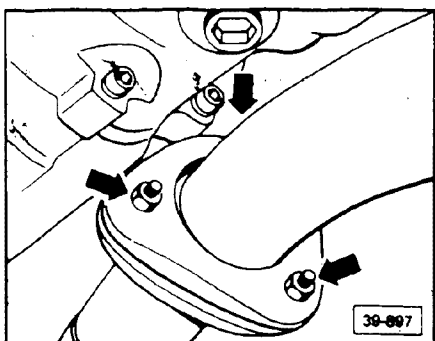
- detach vent hose and overflow hose from tank filler cap (arrows)



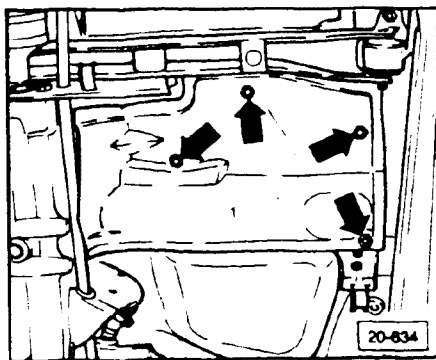
- remove screw securing filler neck splash shield (**arrow**)
- remove filler pipe



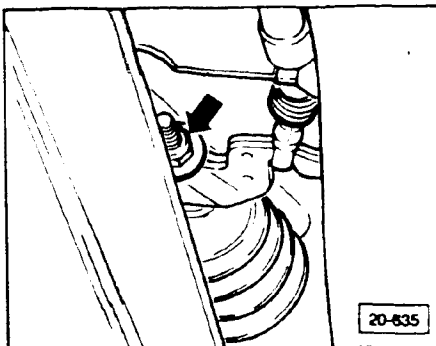
- detach filler pipe from fuel tank hose (**arrow**)



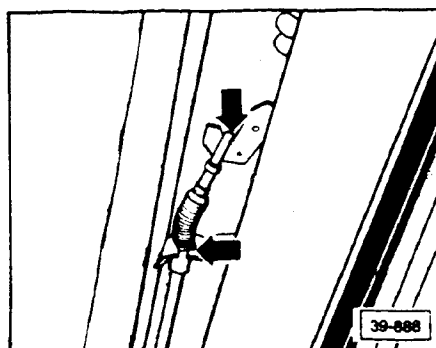
- disconnect and remove exhaust system from header pipe back, three bolt flange (**arrows**)



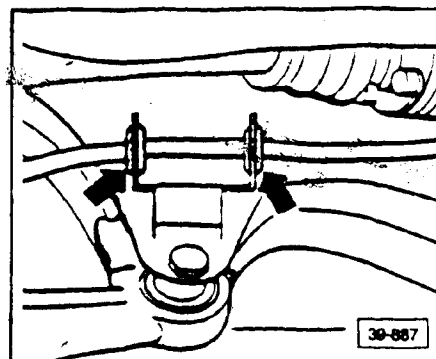
- remove heat shield, four bolts (arrows)



- loosen adjusting nut for parking brake cable (arrow)

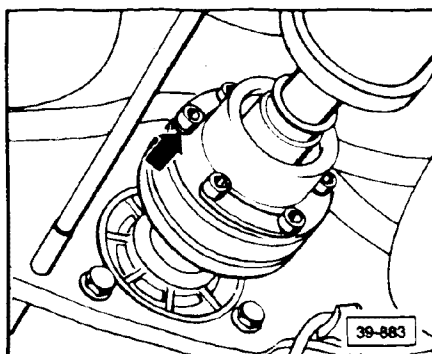


- unhook parking brake cable from brake lever (arrows)

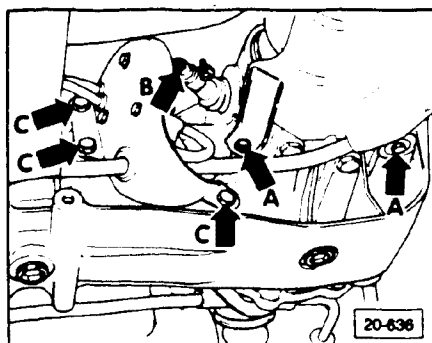


- slide parking brake cable through guides (arrows)

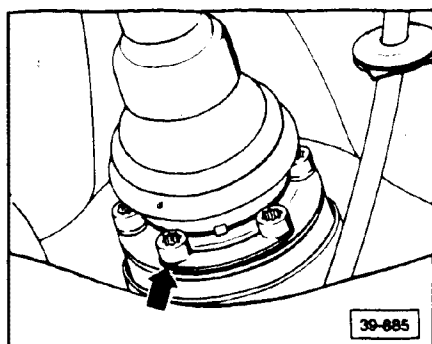
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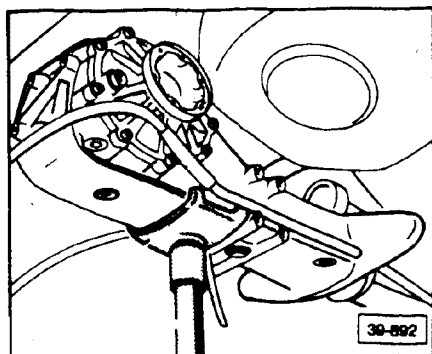
- lock rear axle differential and hold one wheel stationary by hand
- detach drive shaft, 6 bolts (arrow), and tie up



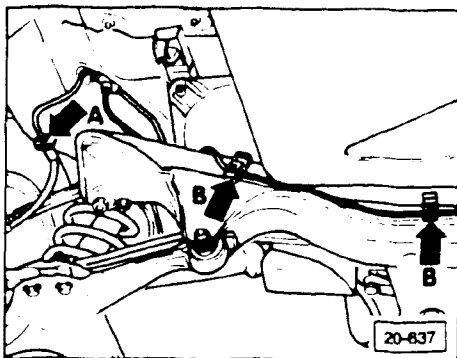
- remove cover plate for left axle shaft (A)
- loosen lock nut (B)
- remove holder for adjusting element (C) and tie up



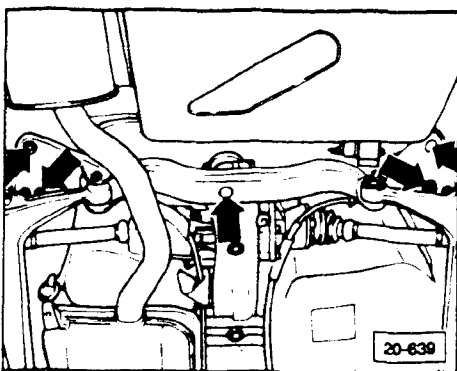
- unfasten left and right axle shafts (arrow) and tie up



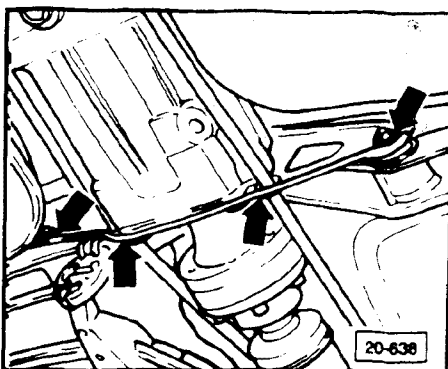
- support final drive using a suitable support fixture



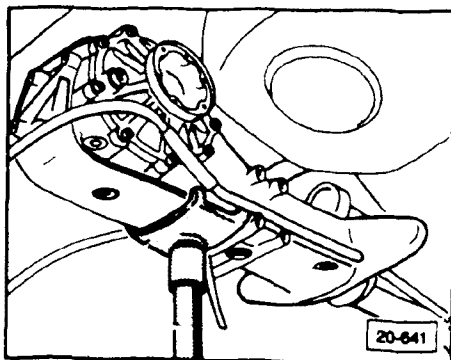
- unfasten and plug left and right brake lines (left line is shown by **arrow A**)
- unclip brake line clips (shown by **arrow B**)



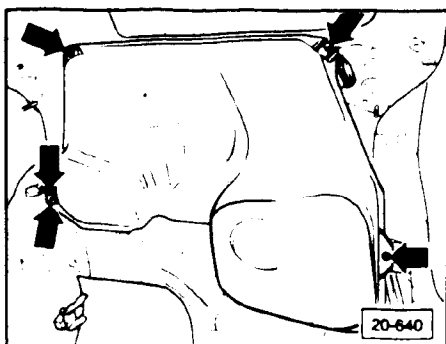
- unscrew lock nuts from diagonal arm and final drive (**arrows**)



- pull parking brake lines through eyes and tie up in back
- detach cross member II from cross member I (**arrows**)
- slightly lower final drive unit
- disconnect wiring from switch for differential lock, warning lamp



- carefully lower final drive



- loosen fuel tank locknuts (**arrows**) and remove fuel tank

Fuel tank, installing

Tightening torques:

Drive shaft to final drive	55 Nm (40.6 ft lb)
Axle shaft to final drive:	
—M8	45 Nm (33 ft lb)
—M10	80 Nm (59 ft lb)
Suspension to diagonal arm	45 Nm (33 ft lb)
Bracket to final drive	25 Nm (18.4 ft lb)
Diagonal arm I to body	45 Nm (33 ft lb)
To bleed brake system	see Group 47
To adjust handbrake	see Group 46

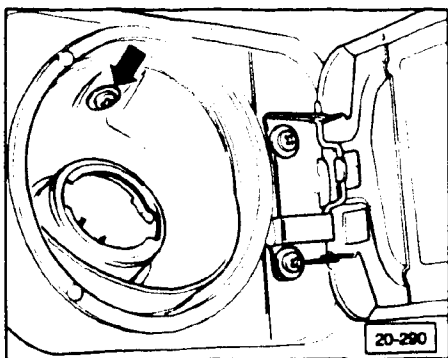
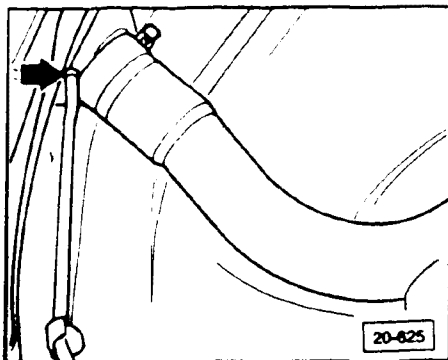
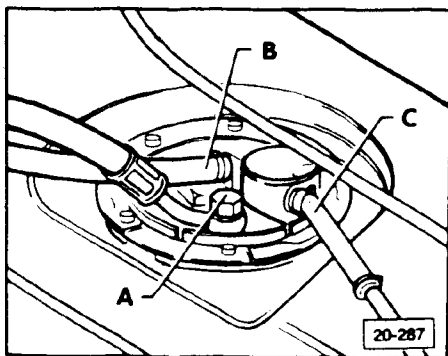
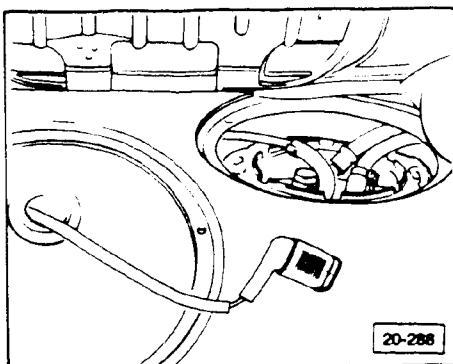
WARNING

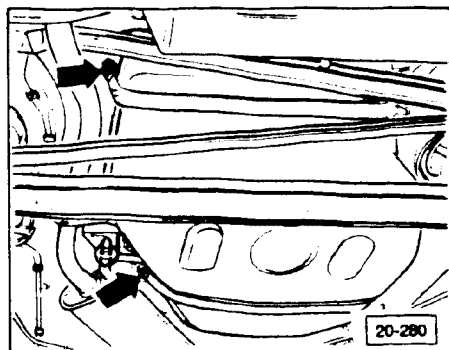
Fire hazard. Do not smoke or have anything in area that can ignite fuel.

Fuel tank, removing/installing

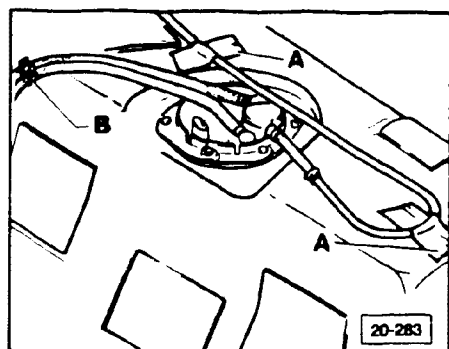
Removing

- remove fuel supply line at fuel distributor and insert into suitable container to catch draining fuel
- connect remote control **VW 1348/3A** and switch **ON** to drain gasoline
- disconnect battery
- remove luggage compartment cover
- remove harness connector from fuel tank sending unit
- pull off supply line **A**, return line **B** and vent hose **C**
- loosen hose clamp at tank filler pipe
- pull off overflow hose (arrow)
- remove screw from splash shield (arrow) and remove filler pipe





- loosen retaining straps (**arrows**) and lower tank



Fuel tank, installing

Note

Proceed in reverse order of removing and note following:

- hold down vent hose with tape **A**
- install clamp **B** on fuel lines

This is what's new:

Since the last filming of this fiche, we added or changed:

Turbo boost and wastegate checking is now performed using tool **VAG 1397A** (which supercedes' old tool **VAG 1397**). Procedures using both of these tools is in Repair Group 21.

The checking/adjusting procedures for alternator V-belt tension in Repair Group 27 have been revised.

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