Workshop Manual

Octavia II 2004 ➤ , Octavia II 2010 ➤ , Superb II 2008 ➤ , Superb II 2011 ➤ , Yeti 2010 ➤ , Yeti 2011 ➤

Propshaft and rear final drive

Edition 10.2018

List of Workshop Manual Repair Groups

Repair Group

00 - Technical data

39 - Final drive - rear differential

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 Safety instructions

(SRL001289; Edition 10.2018)

⇒ “1.1 Safety precautions for working on vehicles with start-stop system”, page 1

⇒ “1.2 Safety precautions during road tests in which testing and measuring equipment is used”, page 1

⇒ “1.3 Safety measures during towing/tow-starting”, page 1

⇒ “1.4 General safety instructions”, page 1

1.1 Safety precautions for working on vehicles with start-stop system

Risk of injury as a result of automatic engine start in vehicles with start/stop system.

In vehicles with the start/stop system activated (identifiable by an indication in the dash panel insert) the engine can start automatically if required.

– Make sure that the start-stop system is deactivated when carrying out work on the vehicle (switch ignition off, if necessary switch ignition on again).

1.2 Safety precautions during road tests in which testing and measuring equipment is used

There is an increased risk of injury or accident from unintended motion and insufficient securing of testers and measuring instruments.

There is a risk of injury from the release of the passenger airbag in the event of an accident.

Operation of test and measuring instruments by the driver while driving may result in deviating from the direction of travel.

– Fasten test and measurement equipment with a strap on the rear seat and secure their operation by another person sitting on the rear seat.

1.3 Safety measures during towing/tow-starting

Risk of damage to gearbox.

- When towing the vehicle, the selector lever must be in position “N” and it must not be towed further than 50 km and faster than 50 km/h, otherwise the gearbox will be destroyed.
- It is not possible to tow start an engine, e.g. if the battery is weak or the starter does not operate.

1.4 General safety instructions

Risk of accident and injuries when unintentionally engaging a driving position while the engine is running.

- Before working on the engine when the engine is running, push the selector lever in position “P” and apply handbrake.

Risk of destruction of the electronic components when disconnecting the battery.

- Observe actions for disconnecting the battery ⇒ Electrical system; Rep. gr. 27 ; Battery; Disconnecting and connecting the battery .
- Disconnect and connect the measurement and test equipment with the ignition off.

2 Identification

⇒ "2.1 Identification of rear final drive", page 3

2.1 Identification of rear final drive

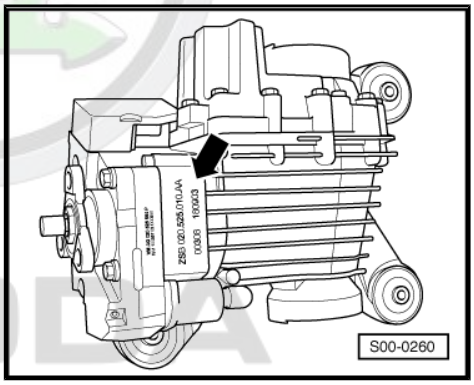
⇒ "2.1.1 Marking of rear final drive 02D, 0AV, Octavia II", page 3

⇒ "2.1.2 Identification of rear final drive 0BR, Octavia II, Superb II, Yeti", page 4

2.1.1 Marking of rear final drive 02D, 0AV, Octavia II

Location of identification characters on the final drive

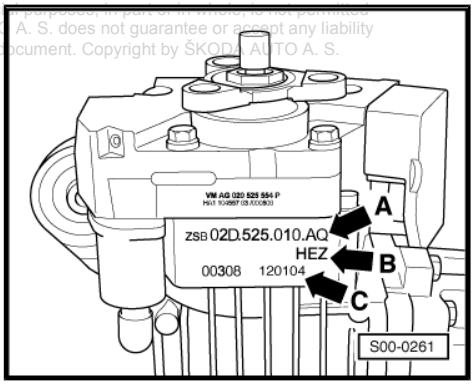
Part number, identification characters of the final drive, production date -arrow-.



Rear final drive 02D

-Arrow A- Part number of rear final drive

-Arrow B- Identification characters rear final drive



Note

The identification characters do not appear on all final drives. If they do not appear, assignment ⇒ Electronic Catalogue of Original Parts .

-Arrow C- Production date

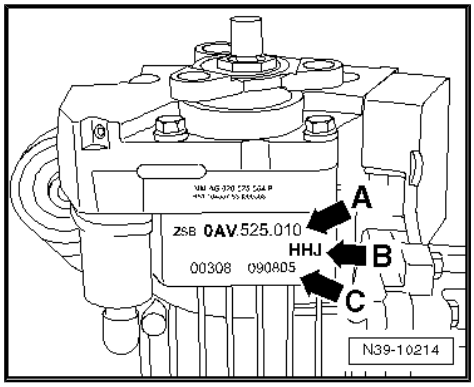
Example:	HEZ	12	01	04
	I	I	I	I
	Engine identification characters	Day	Month	Manufacturing year (2004)

Additional data provides information about the production facility.

Rear final drive 0AV

-Arrow A- Part number of rear final drive

-Arrow B- Identification characters rear final drive



Note

The identification characters do not appear on all final drives. If they do not appear, assignment ⇒ Electronic Catalogue of Original Parts .

-Arrow C- Production date

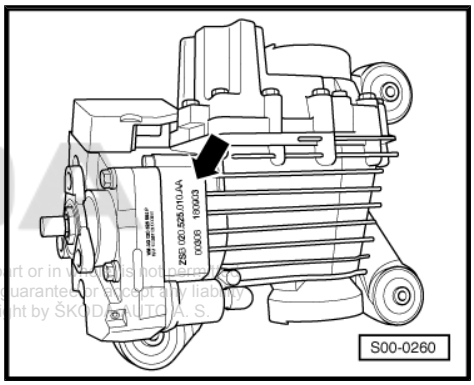
Example:	HHJ	09	08	05
	I	I	I	I
	Engine identification characters	Day	Month	Manufacturing year (2005)

Additional data provides information about the production facility.

2.1.2 Identification of rear final drive 0BR, Octavia II, Superb II, Yeti

Location of identification characters on the final drive

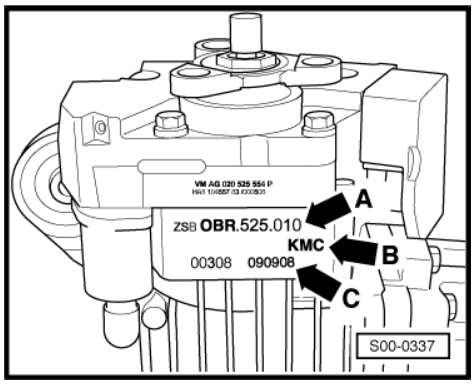
Part number, identification characters of the final drive, production date -arrow-.



Rear final drive 0BR

-Arrow A- Part number of rear final drive

-Arrow B- Identification characters rear final drive



Note

The identification characters do not appear on all final drives. If they do not appear, assignment ⇒ Electronic Catalogue of Original Parts .

-Arrow C- Production date

Example:	KMC	09	09	08
	I	I	I	I
	Engine identification characters	Day	Month	Manufacturing year (2008)

Additional data provides information about the production facility.

3 Repair instructions

⇒ “3.1 Rules of cleanliness”, page 5

⇒ “3.2 General repair instructions”, page 5

⇒ “3.3 Seals and sealing rings”, page 6

⇒ “3.4 Screws, nuts”, page 6

3.1 Rules of cleanliness

- Thoroughly clean the connection points and their surroundings before disconnecting.
- Open the open lines and connections immediately with a clean plug, e.g. from the screw plug set for engine - VAS 6122- .
- Only install clean parts: remove spare parts from their wrapping immediately before fitting.
- Make sure no dirt gets into the gearbox when the gearbox is open.
- Always replace paper gaskets after disassembly. Completely remove old gaskets and thoroughly clean sealing surfaces.
- Place removed parts on a clean surface and cover them to prevent them from getting dirty. Use sheeting and paper for this purpose. Use lint-free cloths!
- Carefully cover or close opened components if the repair is not completed immediately.
- Protect electrical plug connections from dirt and moisture and only connect them when dry.

3.2 General repair instructions

A number of general notes on the individual repair procedures, which are valid for this particular workshop manual, are summarised here.

To ensure flawless and successful gearbox repairs, the greatest care and cleanliness as well as the use of good and proper tools are essential.

Also note the basic rules on safety when performing repair procedures.

Targeted fault finding, Vehicle self-diagnosis and Measuring method

- Before repairing the four-wheel drive clutch, the cause of the error must be identified as accurately as possible in the Targeted fault-finding mode ⇒ Vehicle diagnostic tester.

Special tools

For a complete list of special tools used in this workshop manual, see ⇒ Workshop equipment and special tools .

Oil

The final drive and the four-wheel drive clutch have separate oil circulation systems.

Filling capacity ⇒ “4.2 Filling capacity”, page 10 .

Installation location overview of oil drain plug and check screw ⇒ “5.1 Installation location overview - drain plug and check screw”, page 90 .

- Do not mix any additives in the oil.

- Drained oil must not be refilled.

Oil for rear final drive

The final drive is filled with gear oil, which is available as a spare part ⇒ Electronic Catalogue of Original Parts .

Axle oil in final drive, check oil level and top up
⇒ “5.2 Check the oil level in the final drive.”, page 90 .

Oil for four-wheel drive clutch

The four-wheel drive clutch is filled with oil, which is available as a spare part ⇒ Electronic Catalogue of Original Parts .

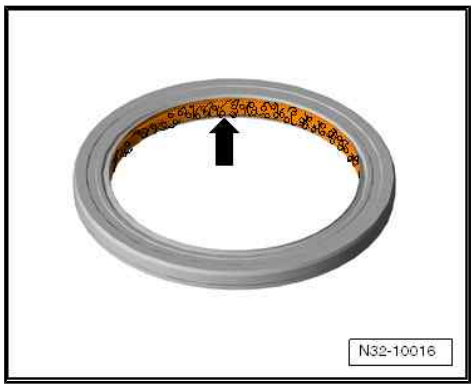
Checking oil level in the four-wheel drive clutch
⇒ “6.4 Checking oil level in the four-wheel drive clutch”, page 106 .

Drain off and fill oil for four-wheel drive clutch
⇒ “6.5 Drain off and fill oil for four-wheel drive clutch”, page 107 .

Retaining elements

- Do not over-tension the circlips.
- Renew retaining rings which have been damaged or over-stretched.
- Circlips must be positioned in the base of the groove.

3.3 Seals and sealing rings



- Replace O-rings, sealing rings and gaskets after disassembly ⇒ Electronic Catalogue of Original Parts .
- After removing gaskets, check the contact surface in the housing or shaft for burrs or damage which occurred during the assembly.
- Radial shaft seals - before mounting lightly oil at outside diameter and fill half the space between the sealing lips -arrow- with sealing grease - G 052 128 A1- .
- The open side of the sealing rings faces the sealing fluid.
- Press in new gasket ring in such a way that the sealing lip is not located on the same point as the sealing lip of the old gasket ring (use tolerance for insertion depth).
- Before inserting lightly oil the O-rings, in order to prevent the rings being squashed during installation.
- Inspect the oil level after replacing the seals and sealing rings, top up oil if necessary.

3.4 Screws, nuts

- Loosen and tighten securing bolts and nuts for covers and housings diagonally.
- Do not cant especially delicate parts, such as clutch pressure plates. Loosen and tighten bolts and nuts in stages crosswise.
- Tightening torques are for unlubricated nuts, bolts and screws.
- Replace self-locking nuts and bolts each time they are removed.
- Clean the thread of the screws that are inserted with a locking agent with a wire brush. Insert bolts with locking agent - AMV 185 101 A1- .
- Clean all threaded holes into which self-locking bolts are inserted, using a thread tap to remove locking agent residues.

Otherwise there is a danger of bolts shearing when subsequently being removed.

- Check pitch of thread, to ensure correct thread chaser is used to clean threads and to ensure the threads are not damaged.

4 Technical data

⇒ “4.1 Allocation gearbox - engine”, page 8

⇒ “4.2 Filling capacity”, page 10

4.1 Allocation gearbox - engine

⇒ “4.1.1 Assignment gearbox - engine, Octavia II”, page 8

⇒ “4.1.2 Assignment gearbox - engine, Superb II”, page 9

⇒ “4.1.3 Assignment gearbox - engine, Yeti”, page 9

4.1.1 Assignment gearbox - engine, Octavia II

Rear final drive	02D (generation II of the four-wheel drive clutch)	
Gearbox	6 speed manual gearbox 02Q	6 speed manual gearbox 02S
Rear final drive - identification characters	HEY	HEZ
Engine	1.9 l/77 kW TDI PD	2.0 ltr./110 kW FSI

Rear final drive	0AV (generation II of the four-wheel drive clutch)	
Gearbox	6 speed manual gearbox 02Q	
Rear final drive - identification characters	HHK	HVZ, JYP, KJT
Engine	1.9 l/77 kW TDI PD	1.9 ltr/77 kW TDI PD, 2.0 ltr/103 kW TDI PD

Rear final drive	0AV (generation II of the four-wheel drive clutch)	
Gearbox	6 speed manual gearbox 02S	
Rear final drive - identification characters	HHJ, HVY	JJN, KJS
Engine	2.0 ltr./110 kW FSI	

Rear final drive	0BR (generation IV of the four-wheel drive clutch)	
Gearbox	6 speed manual gearbox 02Q	
Rear final drive - identification characters	KMC	MMK
Engine	1.6 l/77 kW TDI CR 1.9 l/77 kW TDI PD 2.0 l/103 kW TDI PD 1.8 l/118 kW TFSI 1.8 l/112 kW TFSI 2.0 ltr./110 kW FSI	1.6 l/77 kW TDI CR 1.9 l/77 kW TDI PD 2.0 l/81 kW TDI CR 2.0 l/103 kW TDI PD 2.0 l/103 kW TDI CR 1.8 l/118 kW TFSI 1.8 l/112 kW TFSI

Rear final drive	0BR (IV. generation of the four-wheel clutch)
Gearbox	DSG 6-speed gearbox - 02E
Rear final drive - identification characters	MMK

Rear final drive	0BR (IV. generation of the four-wheel clutch)
Engine	2.0 l/103 kW TDI CR

4.1.2 Assignment gearbox - engine, Superb II

Rear final drive	0BR (generation IV of the four-wheel drive clutch)	
Gearbox	6 speed manual gearbox 02Q	
Rear final drive - identification characters	KMC	MMK
Engine	1.8 l/112 kW TFSI 1.8 l/118 kW TFSI 2.0 l/125 kW TDI CR	1.8 l/112 kW TFSI 1.8 l/118 kW TFSI 2.0 l/103 kW TDI CR 2.0 l/125 kW TDI CR

Rear final drive	0BR (IV. generation of the four-wheel clutch)		
Gearbox	DSG 6-speed gearbox - 02E		
Rear final drive - identification characters	MMK	KMC	PYG
Engine	2.0 l/103 kW TDI CR 2.0 l/125 kW TDI CR 3.6 ltr./191 kW FSI	3.6 ltr./191 kW FSI	2.0 l/125 kW TDI CR 3.6 ltr./191 kW FSI

4.1.3 Assignment gearbox - engine, Yeti

In Yeti vehicles with rear final drive 0BR, generation IV four-wheel drive clutch was installed up to production date 10/2013. From production date 11/2013, the generation V four-wheel drive clutch is installed. Assignment ⇒ Electronic Catalogue of Original Parts

Rear final drive	0CQ (generation IV or V of the four-wheel drive clutch)			
Gearbox	6-speed gearbox 02Q, 0BB			
Rear final drive - identification characters	KMC	MMK	PYG	PFZ
Engine	1.8 l/112 kW TFSI 1.8 l/118 kW TFSI 2.0 l/81 kW TDI CR 2.0 l/103 kW TDI CR 2.0 l/125 kW TDI CR	1.8 l/112 kW TFSI 1.8 l/118 kW TFSI 2.0 l/81 kW TDI CR 2.0 l/103 kW TDI CR 2.0 l/125 kW TDI CR	1.8 l/112 kW TFSI 1.8/118 kW TFSI 2.0 l/81 kW TDI CR 2.0 l/103 kW TDI CR 2.0 l/125 kW TDI CR	1.4 l/110 kW TSI 1.8 l/112 kW TFSI 1.8/118 kW TSI 2.0 l/81 kW TDI CR 2.0 l/103 kW TDI CR 2.0 l/110 kW TDI CR 2.0 l/125 kW TDI CR

Rear final drive	0CQ (generation IV or V of the four-wheel drive clutch)			
Gearbox	DSG 6-speed gearbox - 02E			
Rear final drive - identification characters	KMC	MMK	PYG	PFZ
Engine	2.0 l/103 kW TDI CR	1.8 l/112 kW TFSI 2.0 l/103 kW TDI CR	1.8 l/112 kW TFSI 2.0 l/103 kW TDI CR	1.4 ltr./110 kW TSI 1.8 l/112 kW TFSI

Rear final drive	0CQ (generation IV or V of the four-wheel drive clutch)			
		2.0 l/125 kW TDI CR	2.0 l/125 kW TDI CR	2.0 l/103 kW TDI CR 2.0 l/110 kW TDI CR 2.0 l/125 kW TDI CR

4.2 Filling capacity

⇒ “4.2.1 Filling capacity of rear final drive 02D, 0AV, Octavia II”, page 10

⇒ “4.2.2 Filling capacity for rear final drive 0BR, Octavia II, Superb II, Yeti, up to 10/2013”, page 10

⇒ “4.2.3 Filling capacity of rear final drive 0BR, Yeti as of 11/2013”, page 10

4.2.1 Filling capacity of rear final drive 02D, 0AV, Octavia II

Rear final drive 02D, 0AV, Octavia II (generation II of the four-wheel drive clutch)	
Capacity final drive	0.925 l
Capacity, four-wheel drive clutch	0.850 l
Changing capacity, four-wheel drive clutch	0.645 l
Fill four-wheel drive clutch up to the bottom edge of the filler plug ⇒ “6.5 Drain off and fill oil for four-wheel drive clutch”, page 107 .	

4.2.2 Filling capacity for rear final drive 0BR, Octavia II, Superb II, Yeti, up to 10/2013

Rear final drive 0BR (generation IV of the four-wheel drive clutch)	
Capacity final drive	0.925 l
Capacity, four-wheel drive clutch	0.850 l
Changing capacity, four-wheel drive clutch	0.720 l
Fill four-wheel drive clutch up to the bottom edge of the filler plug ⇒ “6.5 Drain off and fill oil for four-wheel drive clutch”, page 107 .	

4.2.3 Filling capacity of rear final drive 0BR, Yeti as of 11/2013

Rear final drive 0BR (generation V of the four-wheel drive clutch)	
Capacity final drive	0.925 l
Capacity, four-wheel drive clutch	0.780 l
Changing capacity, four-wheel drive clutch	0.760 l
Fill four-wheel drive clutch up to the bottom edge of the filler plug ⇒ “6.5 Drain off and fill oil for four-wheel drive clutch”, page 107 .	

5 Electrical components

⇒ “5.1 Fitting location summary - electrical components”, page 11

5.1 Fitting location summary - electrical components

⇒ “5.1.1 Installation location overview - electrical components, generation II four-wheel drive clutch, final drive 02D, 0AV, Octavia II”, page 11

⇒ “5.1.2 Installation location overview - electrical components, generation IV four-wheel drive clutch, final drive 0BR, Octavia II, Superb II, Yeti, up to 10/2013”, page 12

⇒ “5.1.3 Installation location overview - electrical components, generation V four-wheel drive clutch, final drive 0BR, Yeti from 11/2013”, page 14

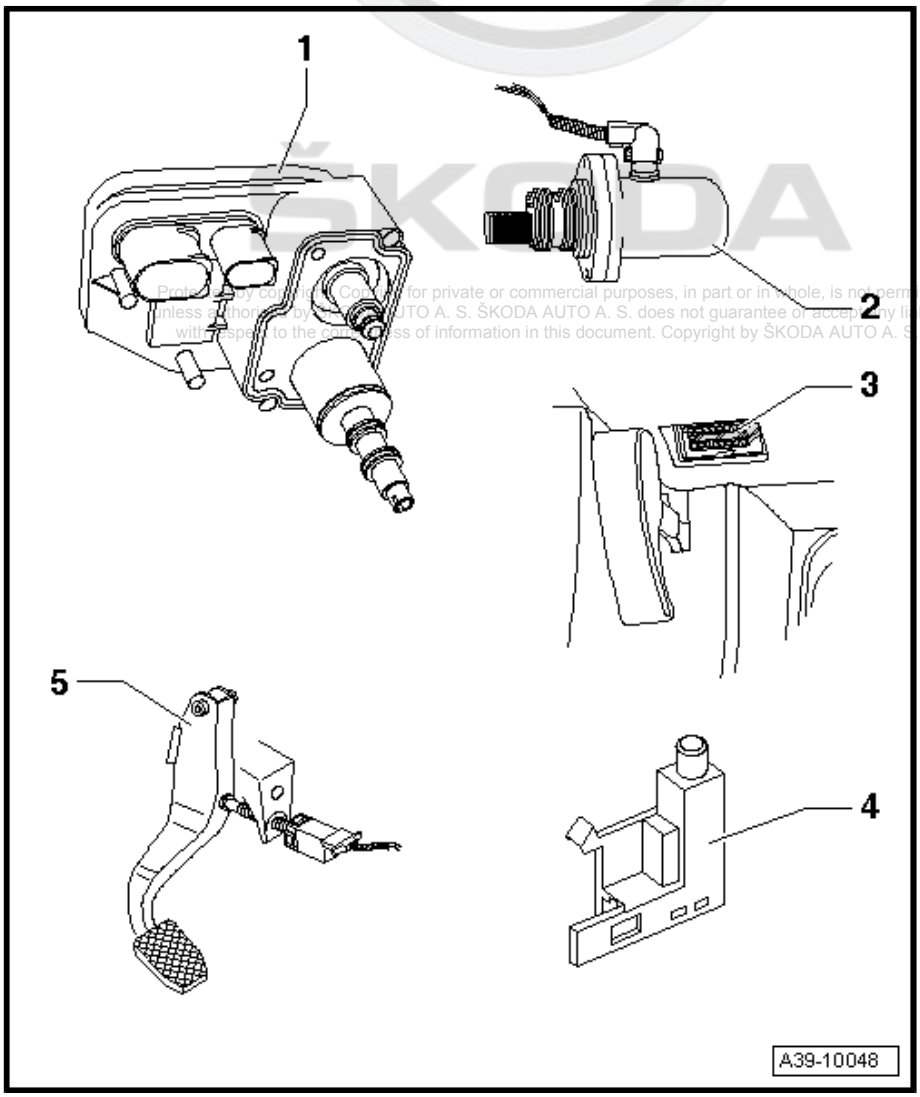
5.1.1 Installation location overview - electrical components, generation II four-wheel drive clutch, final drive 02D, 0AV, Octavia II

1 - Four-wheel drive control unit - J492-

- ❑ forms a single unit with the control valve for opening degree of coupling - N373-
- ❑ Fitting location ⇒ page 12
- ❑ Removing and installing control unit ⇒ “6.10.1 Removing and installing generation II four-wheel drive clutch control unit, final drive 02D, 0AV, Octavia II”, page 134
- ❑ the pressure sensor is also located in the control unit - removing and installing ⇒ “6.10.1 Removing and installing generation II four-wheel drive clutch control unit, final drive 02D, 0AV, Octavia II”, page 134

2 - Pump for four-wheel drive clutch - V181-

- ❑ Fitting location ⇒ page 12
- ❑ Check ⇒ Vehicle diagnostic tester.
- ❑ Removing and installing ⇒ “6.7.1 Removing and installing generation II four-wheel drive clutch pump, final drive 02D, 0AV, Octavia II”, page 110



3 - Diagnostic connection

- ❑ is located in the driver's footwell (left), next to the front flap control lever

4 - Switch for hand-brake control - F9-

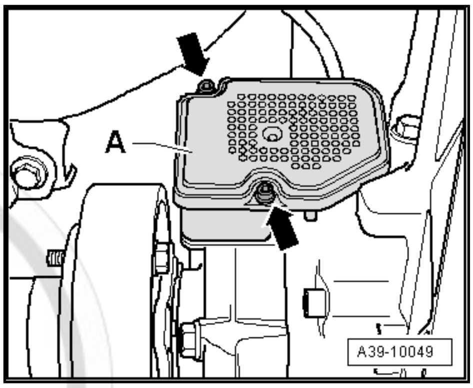
- ❑ Fitting location ⇒ Suspension; Rep. gr. 46
- ❑ Check ⇒ Vehicle diagnostic tester.
- ❑ removing and installing ⇒ Chassis; Rep. gr. 46

5 - Brake light switch - F-

- ❑ Fitting location ⇒ Suspension; Rep. gr. 47
- ❑ Check ⇒ Vehicle diagnostic tester.
- ❑ removing and installing ⇒ Chassis; Rep. gr. 46

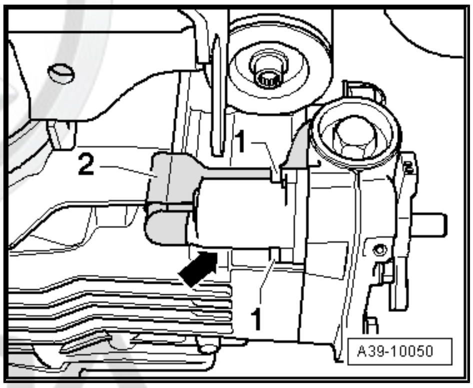
Four-wheel drive control unit - J492-

Fitting location: the control unit -A- is located on the rear final drive, in front (left) area.



Pump for four-wheel drive clutch - V181-

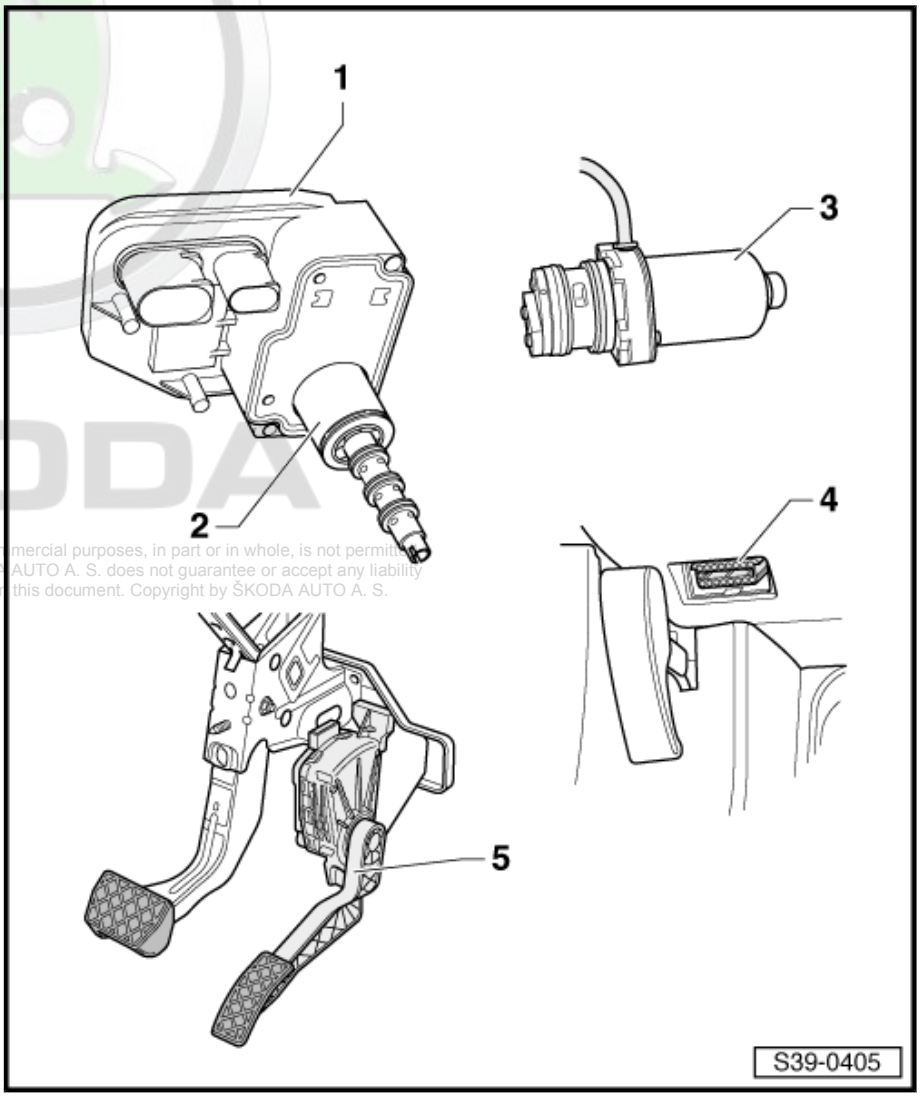
Fitting location: pump for four-wheel drive clutch -arrow- is located on the rear final drive, in front (right) area.



5.1.2 Installation location overview - electrical components, generation IV four-wheel drive clutch, final drive 0BR, Octavia II, Superb II, Yeti, up to 10/2013

In Yeti vehicles with rear final drive 0BR, generation IV four-wheel drive clutch was installed up to production date 10/2013. From

production date 11/2013, the generation V four-wheel drive clutch is installed. Assignment ⇒ Electronic Catalogue of Original Parts



1 - Four-wheel drive control unit - J492-

- ❑ forms a single unit with the control valve for opening degree of coupling - N373- Pos. 2
- ❑ Fitting location ⇒ page 14
- ❑ Important signals are sent from the engine control unit and ABS control unit with EDS to the four-wheel drive control unit - J104- via the databus.
- ❑ Removing and installing ⇒ “6.10.2 Removing and installing generation IV four-wheel drive clutch control unit, final drive 0BR, Octavia II, Superb II, Yeti, up to 10/2013”, page 137

2 - valve for control of the opening degree of the coupling - N373-

3 - Pump for four-wheel drive clutch - V181-

- ❑ Fitting location ⇒ page 14
- ❑ the pump can be inspected with ⇒ Vehicle diagnostic tester in the operating mode “Targeted fault finding”
- ❑ Removing and installing ⇒ “6.7.2 Removing and installing generation IV four-wheel drive clutch pump, final drive 0BR, Octavia II, Superb II, Yeti, up to 10/2013”, page 112

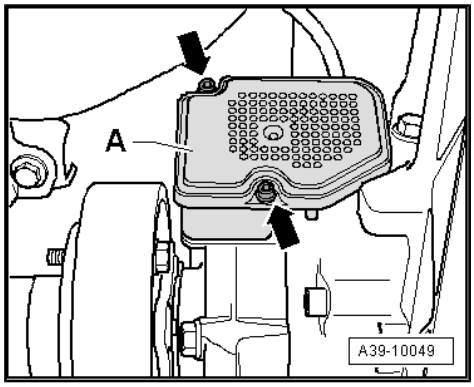
4 - Diagnostic connection

- ❑ is located in the driver's footwell (left), next to the front flap control lever

5 - Accelerator pedal position sender - G79-

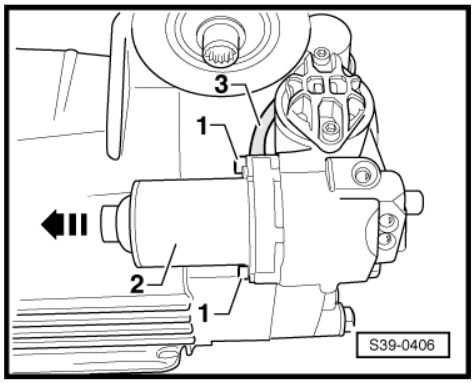
- ❑ Fitting location ⇒ page 14

Four-wheel drive control unit - J492-



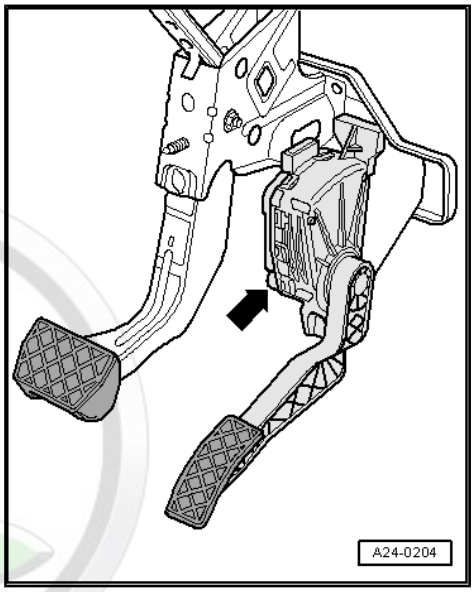
Pump for four-wheel drive clutch - V181-

Fitting location: pump for four-wheel drive clutch -2- is located on the rear final drive, in front (right) area.



Accelerator pedal position sender - G79-

Fitting location: the accelerator pedal position sender - G79- -arrow- is located in the foot controls.



5.1.3 Installation location overview - electrical components, generation V four-wheel drive clutch, final drive 0BR, Yeti from 11/2013

In Yeti vehicles with rear final drive 0BR, generation IV four-wheel drive clutch was installed up to production date 10/2013. From production date 11/2013, the generation V four-wheel drive clutch is installed. Assignment ⇒ Electronic Catalogue of Original Parts

1 - Four-wheel drive control unit - J492-

- ❑ Removing and installing ⇒ “6.10.3 Removing and installing V generation four-wheel drive clutch control unit, Yeti, from 11/2013”, page 139

2 - Pump for four-wheel drive clutch - V181-

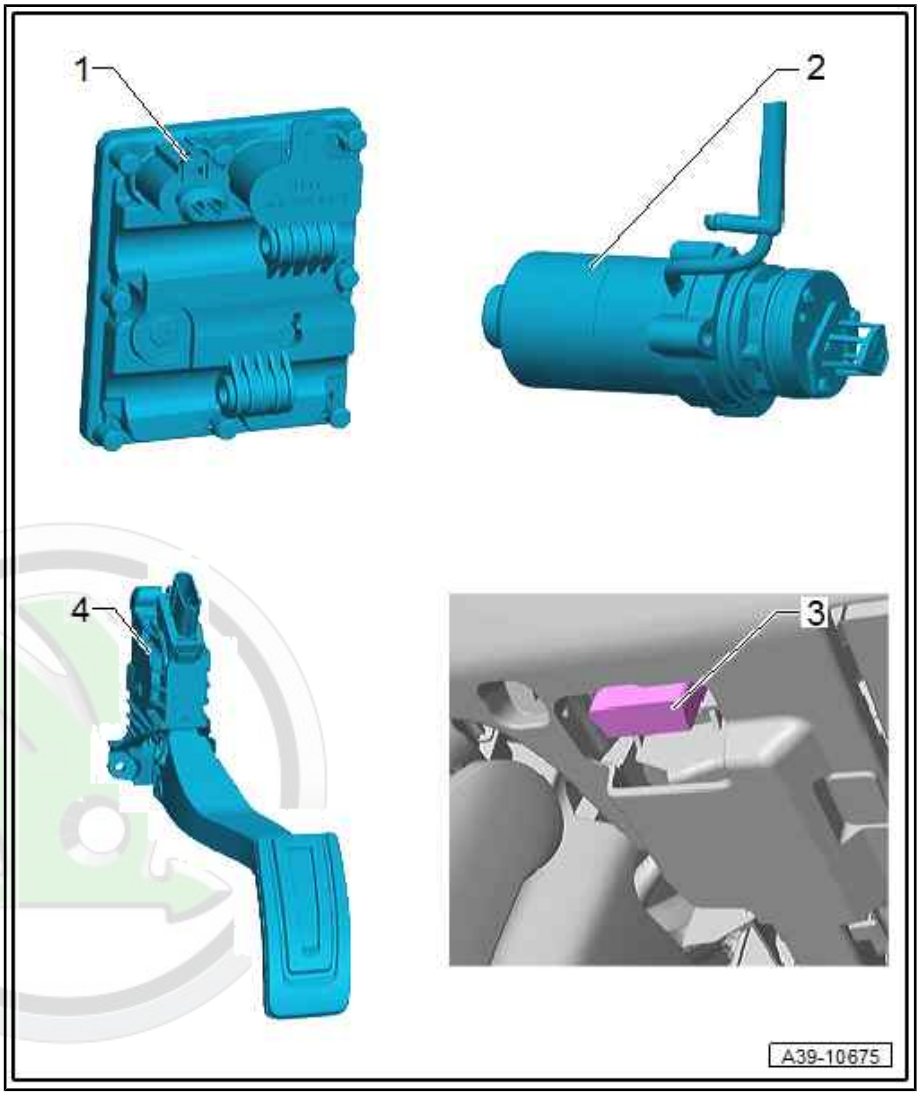
- ❑ Check ⇒ Vehicle diagnostic tester.
- ❑ Removing and installing ⇒ “6.7.3 Removing and installing V generation four-wheel drive clutch pump, rear final drive 0BR, Yeti from 11/2013”, page 114

3 - Diagnostic connection

- ❑ Installation position: front left footwell

4 - Accelerator pedal module

- ❑ with accelerator pedal position sender - G79- and accelerator pedal position sender 2 - G185-
- ❑ Removing and Installing ⇒ Engine; Rep. gr. 20



39 – Final drive - rear differential

1 Propshaft

⇒ “1.1 Summary of components - propeller shaft”, page 16

⇒ “1.2 Removing and installing propshaft from rear final drive”, page 21

⇒ “1.3 Removing and installing propshaft”, page 26

⇒ “1.4 Repairing propshaft”, page 43

⇒ “1.5 Removing and installing the front flexible disk”, page 45

⇒ “1.6 Removing and installing the rear flexible disk”, page 46

1.1 Summary of components - propeller shaft

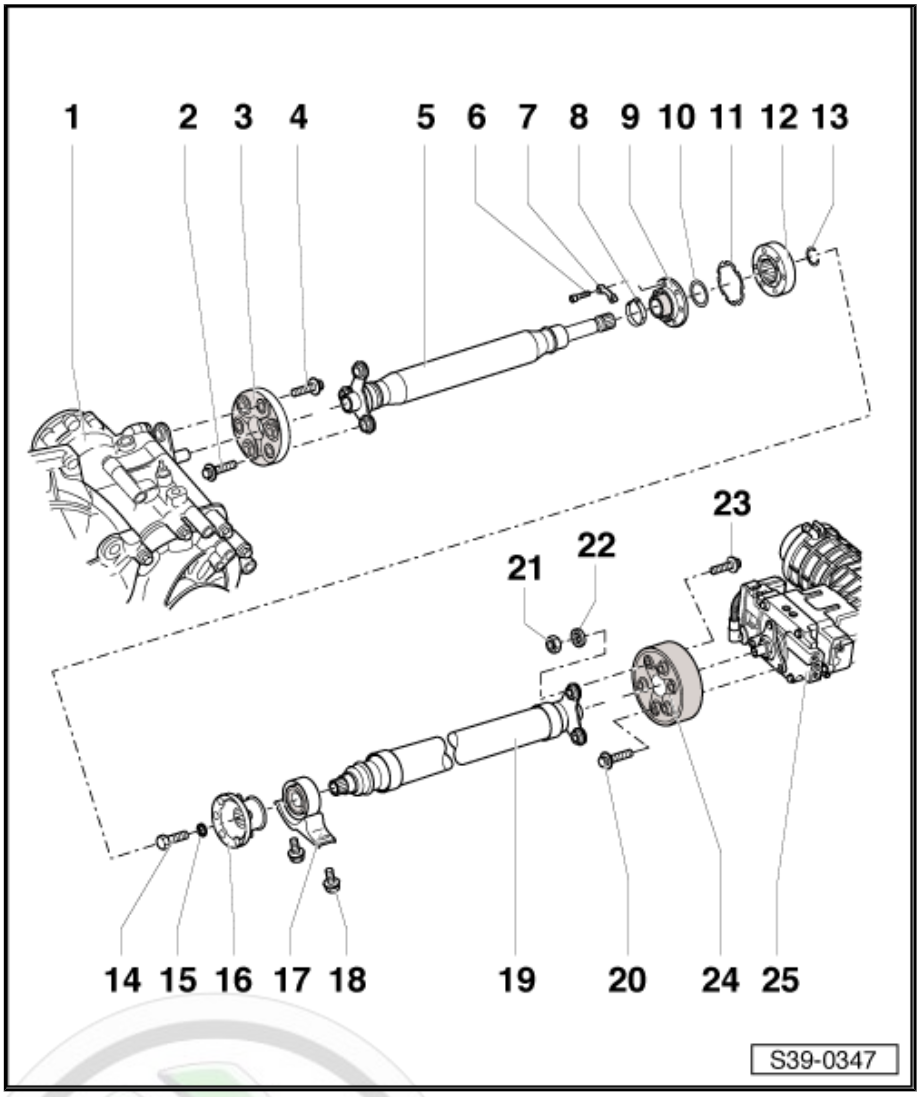
⇒ “1.1.1 Summary of components - propshaft, Octavia II up to 05/2007”, page 16

⇒ “1.1.2 Summary of components - propshaft, Octavia II as of 06/2007”, page 19

⇒ “1.1.3 Summary of components - propshaft, Superb II”, page 20

⇒ “1.1.4 Summary of components - propshaft, Yeti”, page 21

1.1.1 Summary of components - propshaft, Octavia II up to 05/2007



1 - Angle gearbox

2 - Screw

- ❑ Replace after disassembly
- ❑ 50 Nm + 90°

3 - Flexible disk

- ❑ Fitting position: the open side of the flexible disk faces towards the gearbox.

4 - Screw

- ❑ 60 Nm

5 - Front propshaft pipe

- ❑ when installing and removing do not damage the centering bushing and gasket ring in the middle of the flange

6 - Screw

- ❑ 40 Nm

7 - Thrust plate

8 - Clamp

- ❑ tensioning ⇒ page 44

9 - Boot for constant velocity joint

- ❑ drive out with drift pin before pressing off the CV joint
- ❑ check for damage

10 - Disc spring

- ❑ interlocked at inside diameter
- ❑ Fitting position: large diameter lies on the CV joint

11 - Gasket

- ❑ Replace after each disassembly (remove the protective foil and stick it to the joint)

12 - CV joint

- ❑ pressing off ⇒ page 43
- ❑ inserting ⇒ page 43
- ❑ Filling grease: push 25 g grease on each side (total 50 g) into the joint. Grease joint if necessary, when replacing the joint boot

13 - Circlip

- ❑ Replace after disassembly
- ❑ removing and installing with circlip pliers

14 - Screw

- ❑ 45 Nm

15 - Thrust plate

- ❑ Replace after disassembly

16 - Flange

- ❑ removing ⇒ page 44
- ❑ installing ⇒ page 44

17 - Intermediate bearing

- ❑ removing ⇒ page 44
- ❑ Fitting position ⇒ page 45
- ❑ installing ⇒ page 45

18 - Screw

- ❑ attaches additionally the heat shield
- ❑ 25 Nm

19 - Rear propshaft pipe

- ❑ when installing and removing do not damage the centering bushing and gasket ring in the middle of the flange

20 - Screw

- ❑ Assignment ⇒ page 30
- ❑ 60 Nm

21 - Balancing nut

- ❑ not fitted to all propshafts
- ❑ if the collar screw Pos. 23 was detached, the balancing nut and the balancing washer Pos. 22 must not be installed again

22 - Balancing washer

- ❑ not fitted to all propshafts
- ❑ if the collar screw Pos. 23 was detached, the balancing nut and the balancing washer Pos. 21 must not be installed again

23 - Screw

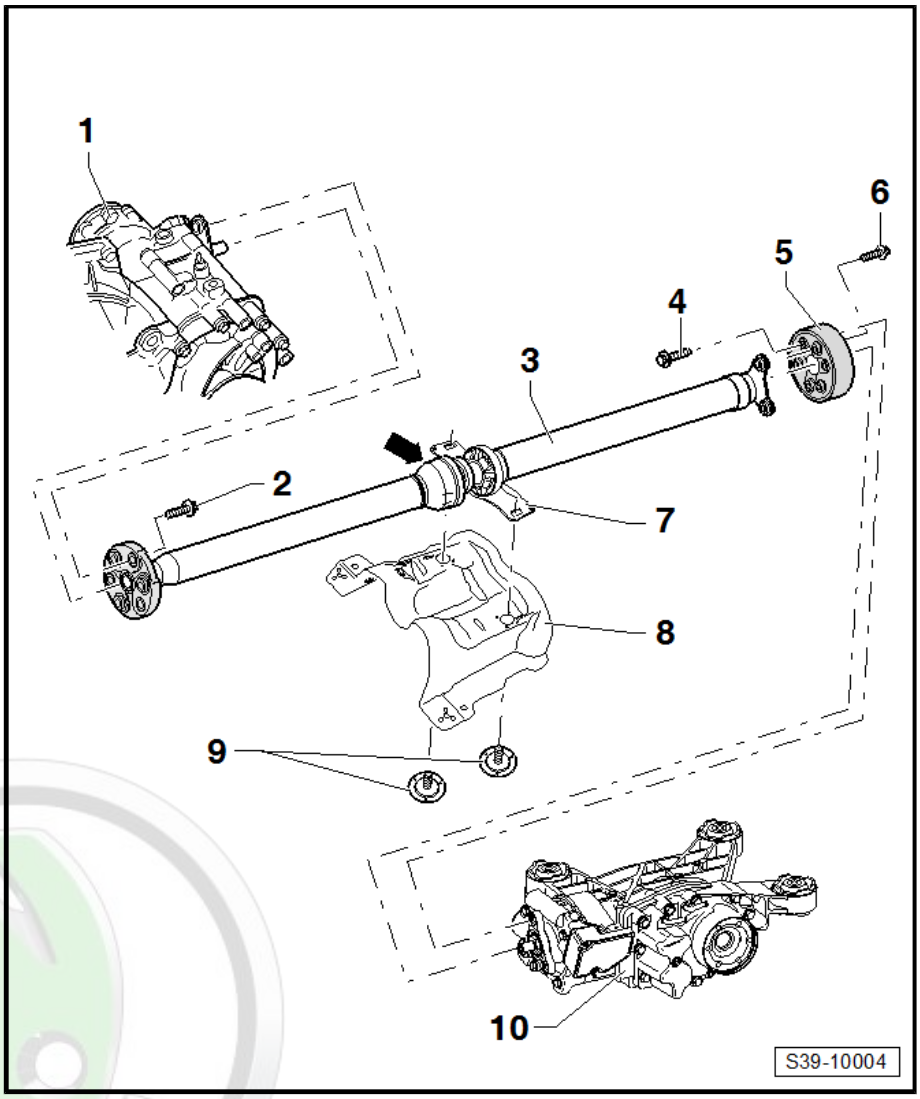
- ❑ Replace after disassembly
- ❑ 50 Nm + 90°

24 - Flexible disk/oscillation damper

- ❑ Fitting position ⇒ “1.6 Removing and installing the rear flexible disk”, page 46
- ❑ Removing and installing ⇒ “1.6 Removing and installing the rear flexible disk”, page 46

25 - Rear final drive

1.1.2 Summary of components - propshaft, Octavia II as of 06/2007



1 - Angle gearbox

2 - Screw

- ❑ 3 pieces
- ❑ M10 x 30
- ❑ 60 Nm

3 - Propshaft

- ❑ Removing and installing ⇒ “1.3 Removing and installing propshaft”, page 26
- ❑ when installing and removing do not damage the centering bushing and gasket ring in the middle of the flange
- ❑ Fitting position: the intermediate bearing Pos. 5 is located in the direction of travel behind the monoblock joint -arrow-

4 - Screw

- ❑ 3 pieces
- ❑ M10 x 45
- ❑ 60 Nm

5 - Flexible disk/oscillation damper

- ❑ Assignment ⇒ Electronic Catalogue of Original Parts
- ❑ Removing and installing ⇒ “1.6 Removing and installing the rear flexible disk”, page 46

6 - Screw

- ❑ Replace after disassembly
- ❑ 50 Nm + 90°

7 - Intermediate bearing

- ❑ align free of stress
- ❑ replace propshaft if damaged

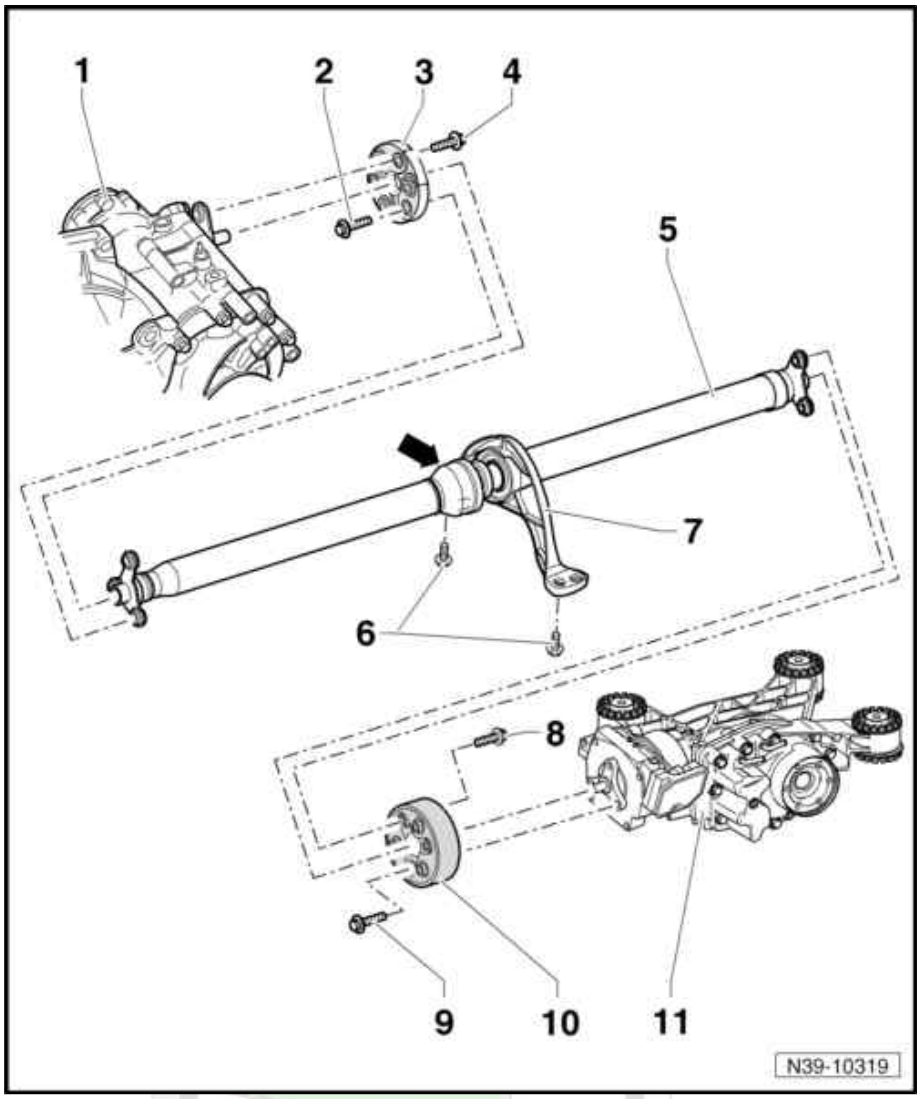
8 - Heat shield

9 - Screw

- ❑ 25 Nm

10 - Rear final drive

1.1.3 Summary of components - propshaft, Superb II



1 - Angle gearbox

2 - Screw

- ❑ for flexible disk at the front of the propshaft
- ❑ Replace after disassembly
- ❑ 50 Nm + 90°

3 - Flexible disk

- ❑ Fitting position: the open side of the heat shield faces towards the gearbox.
- ❑ Removing and installing ⇒ “1.5 Removing and installing the front flexible disk”, page 45

4 - Screw

- ❑ 60 Nm

5 - Propshaft

- ❑ cannot be separated in the joint
- ❑ Removing and installing ⇒ “1.3 Removing and installing propshaft”, page 26

6 - Screw

- ❑ 25 Nm

7 - Guide bearing

- ❑ align free of stress

8 - Screw

- ❑ for flexible disk at angular gearbox
- ❑ Replace after disassembly
- ❑ 50 Nm + 90°

9 - Screw

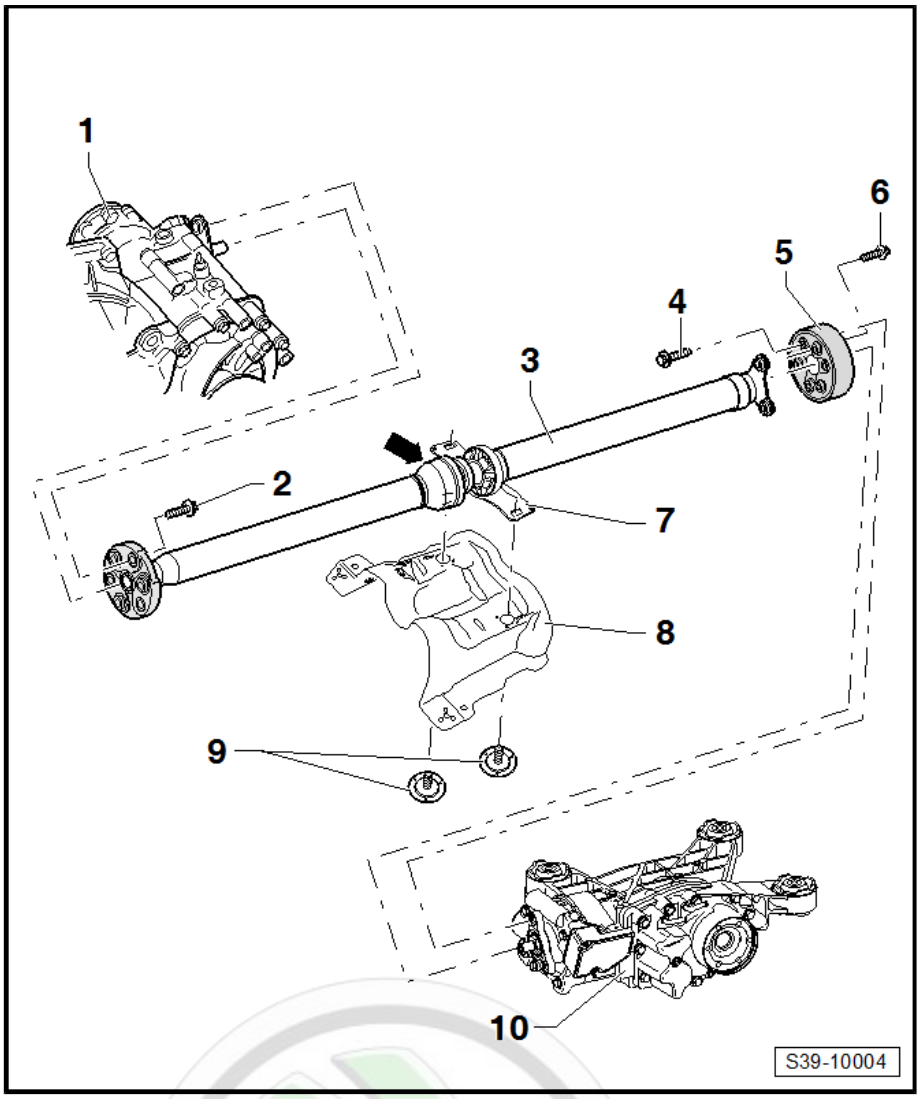
- ❑ 60 Nm

10 - Flexible disk/oscillation damper

- ❑ Heat protection points towards propshaft
- ❑ Removing and installing ⇒ “1.6 Removing and installing the rear flexible disk”, page 46

11 - Rear final drive

1.1.4 Summary of components - propshaft, Yeti



1 - Angle gearbox

2 - Screw

- ❑ 3 pieces
- ❑ M10 x 30
- ❑ 60 Nm

3 - Propshaft

- ❑ Removing and installing ⇒ “1.3 Removing and installing propshaft”, page 26
- ❑ when installing and removing do not damage the centering bushing and gasket ring in the middle of the flange
- ❑ Fitting position: the intermediate bearing Pos. 5 is located in the direction of travel behind the monoblock joint -arrow-

4 - Screw

- ❑ 3 pieces
- ❑ M10 x 45
- ❑ 60 Nm

5 - Flexible disk/oscillation damper

- ❑ Assignment ⇒ Electronic Catalogue of Original Parts
- ❑ Removing and installing ⇒ “1.6 Removing and installing the rear flexible disk”, page 46

6 - Screw

- ❑ Replace after disassembly
- ❑ 50 Nm + 90°

7 - Intermediate bearing

- ❑ align free of stress
- ❑ replace propshaft if damaged

8 - Heat shield

9 - Screw

- ❑ 25 Nm

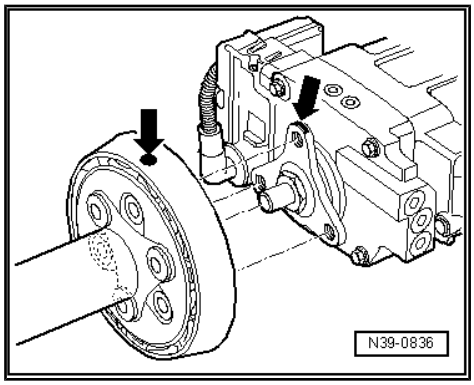
10 - Rear final drive

1.2 Removing and installing propshaft from rear final drive

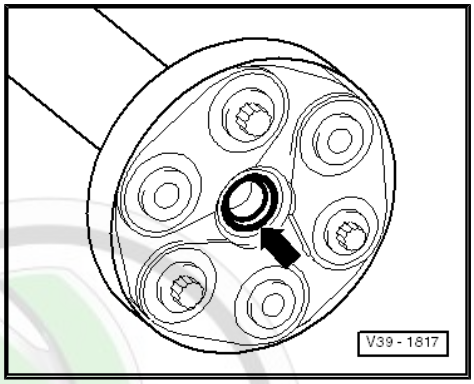
Special tools and workshop equipment required

- ♦ Counterholder - T10172A- or -T10172- with adapters - T10172/5-

♦ Engine and gearbox jack , e.g. -V.A.G 1383/A- or -VAS 6931-

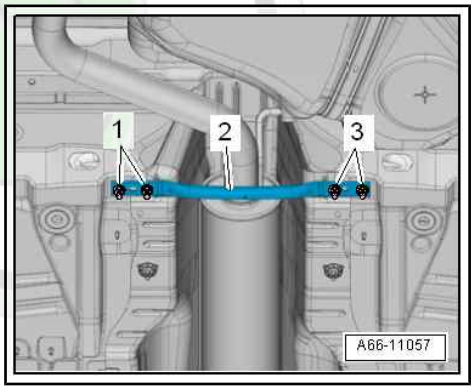


- Work on the propshaft should be carried out on a two-pillar lift platform.
- Before removing, mark the relative position of the propshaft and the output flange of the rear final drive.
- Fit the propshaft in the same position when re-installing.
- When removing or fitting the propshaft to/from the centering stud, make sure that the gasket ring -arrow- in the centring sleeve is not damaged.
- If the sealing ring is damaged, the propshaft must be replaced.



Removing

– Remove rear tunnel bridge -2- ⇒ General body repairs, exterior; Rep. gr. 66 ; Underfloor trim panel; installing and removing tunnel bridge .



NOTICE

Risk of damage to the decoupling element of the pre-exhaust pipe.

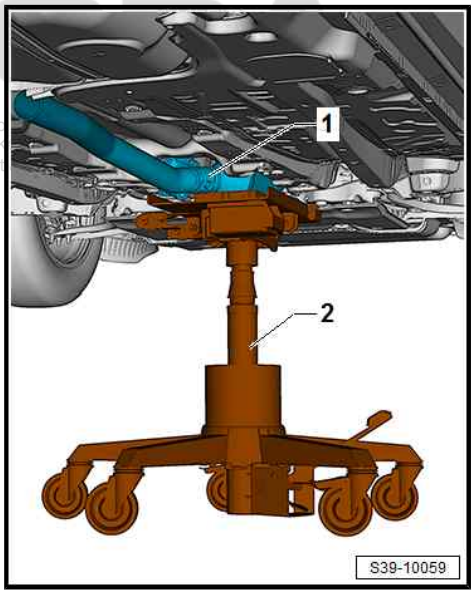
The decoupling element must not be bent or kinked by more than 10°.

– Do not load the decoupling element with tensile stress.

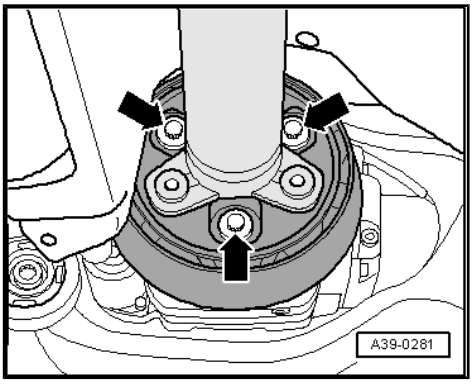
– Do not bend the decoupling element excessively.

– Support the pre-exhaust pipe -1- with the engine/gearbox jack e.g. -V.A.G 1383/A- or -VAS 6931- -2-.

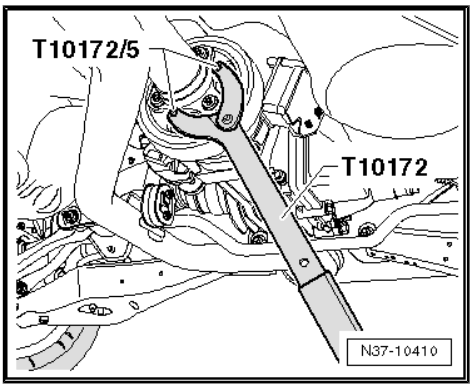
– Remove the rear silencers ⇒ Rep. gr. 26 ; Exhaust pipes/silencers .



– Loosen the screws -arrows- of the connections of the propshaft/rear final drive, but do not remove.



• When loosening and tightening the screw connections for the propshaft, counterhold the parts with counterholder - T10172A- or -T10172- with adapters - T10172/5- .

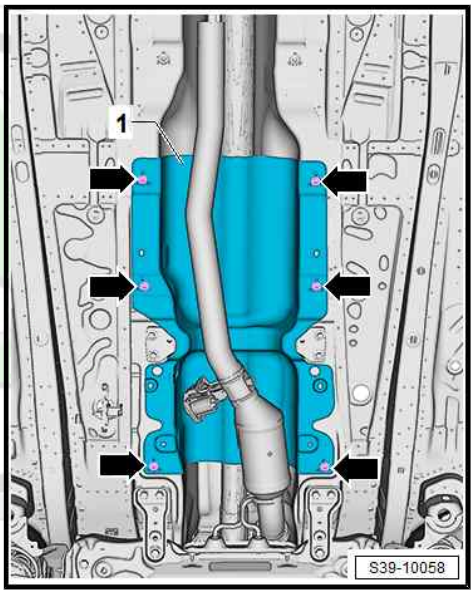


– Loosen the retaining clips -arrows- for the protection plate -1- of the propshaft.

– Use the engine/gearbox jack to lower the pre-exhaust pipe until the heat shield -1- of the propshaft can be removed to the rear.

• The decoupling element of the pre-exhaust pipe should not be bent or kinked by more than 10°.

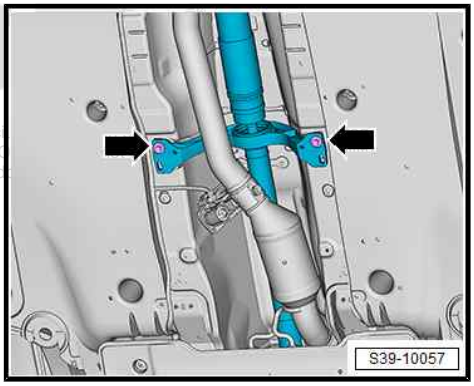
• After removing the heat shield for the propshaft, bring the pre-exhaust pipe back to its initial position.



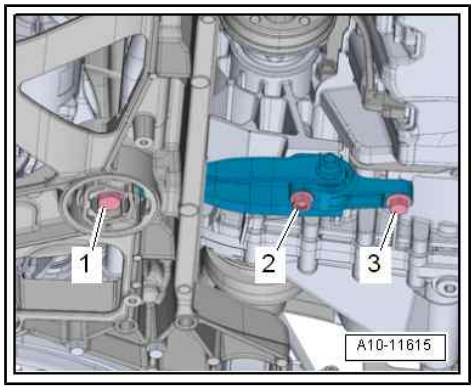
– Unscrew the front fixing screws for the guide bearing of the propshaft – only loosen the rear screws -arrows-.

• Loosen the rear screws -arrows- until the guide bearing of the propshaft can be moved in the mount.

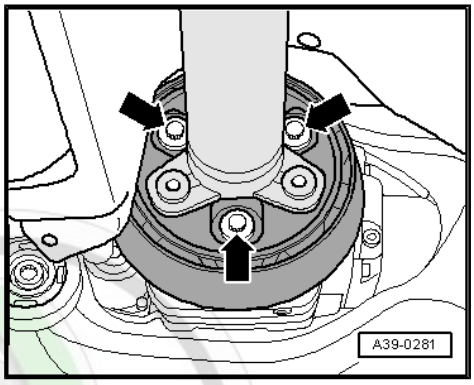
– Remove the noise insulation ⇒ General body repairs, exterior; Rep. gr. 66 ; Noise insulation; Summary of components - noise insulation .



– Unscrew screws -2- and -3- for pendulum support.

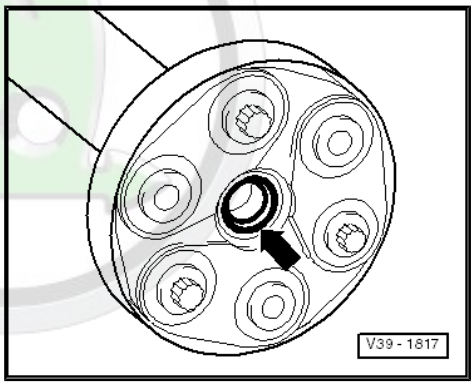


– Unscrew screws -arrows- of the connections of the propshaft/ rear final drive.



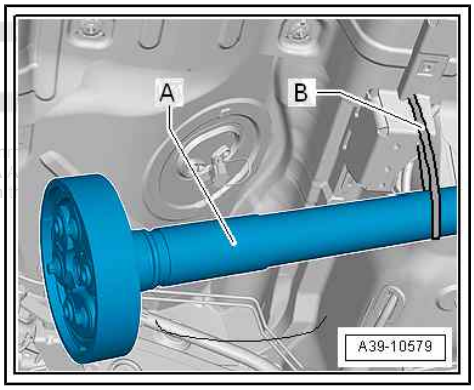
- The assistance of a second mechanic is required for the next steps.
- When pull the propshaft off the centering stud, make sure that the gasket ring -arrow- in the centring sleeve is not damaged.
- If the sealing ring is damaged, the propshaft must be replaced.

– Push engine/gearbox assembly forwards with the assistance of a second mechanic, while pushing the propshaft horizontally to the front of the vehicle and pulling it off the centering stud of the rear final drive.

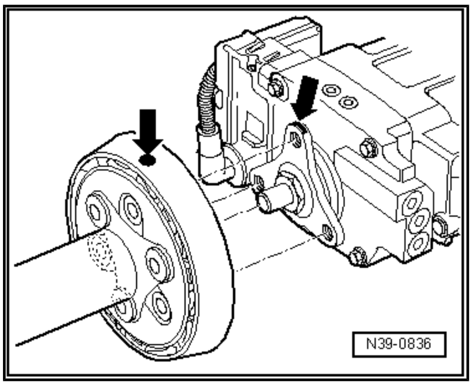


– Secure the propshaft -A- to the body e.g. with wire -B-.

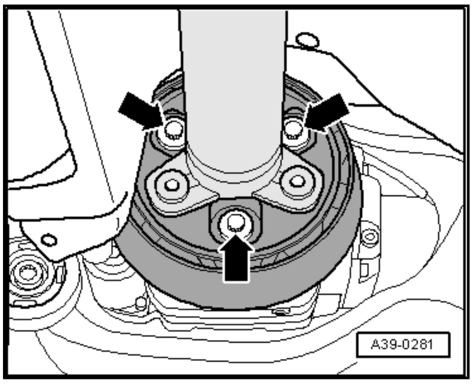
Installing



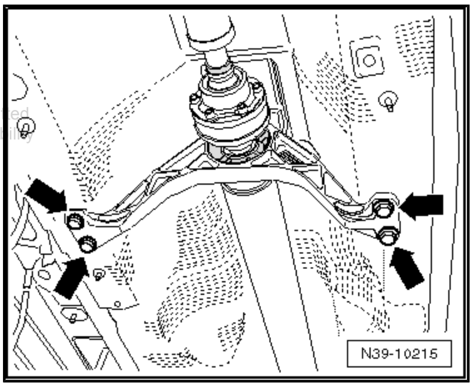
– Fit propshaft to rear final drive such that the markings -arrows- are in one plane.



– Screw on screws -arrows- of the connections of the propshaft/ rear final drive and tighten.



– Align guide bearing in elongated holes so that propshaft and guide bearing are free of stress.



– Tighten screws -arrows-.

– Install the pendulum support ⇒ Rep. gr. 10 ; Assembly mountings; removing and installing the pendulum support .

– Install protection plate for propshaft.

– Install the rear silencers ⇒ Rep. gr. 26 ; Exhaust pipes/silencers .

– Install the tunnel bridge ⇒ General body repairs, exterior; Rep. gr. 66 ; Underfloor trim panel; installing and removing and installing tunnel bridge .

– Install the noise insulation ⇒ General body repairs, exterior; Rep. gr. 66 ; Noise insulation; Summary of components - noise insulation .

Tightening torques - summaries of components

Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

⇒ “1.1 Summary of components - propeller shaft”, page 16

1.3 Removing and installing propshaft

⇒ “1.3.1 Removing and installing propshaft, Octavia II up to 05/2007”, page 26

⇒ “1.3.2 Removing and installing propshaft, Octavia II as of 06/2007”, page 31

⇒ “1.3.3 Removing and installing propshaft, Superb II”, page 35

⇒ “1.3.4 Removing and installing propshaft, Yeti”, page 39

1.3.1 Removing and installing propshaft, Octavia II up to 05/2007

Special tools and workshop equipment required

- Engine/gearbox jack , e.g. -V.A.G 1383A-
- Thread repair set , e. g. -VAS 6024-
- Counterholder - T10172-
- Adapter - T10172/5-

Two-part propshaft was installed until 27/05/2007. The front propshaft pipe can be separated from rear propshaft pipe.

Work on the propshaft should be carried out on a two-pillar lift platform.

- Before the removal, mark the position of all parts to each other. Carry out the installation again in the same position, otherwise the imbalance is too great, damages to the bearing and humming noises could occur.
- Do not bend the propshaft, only store extended and transport.

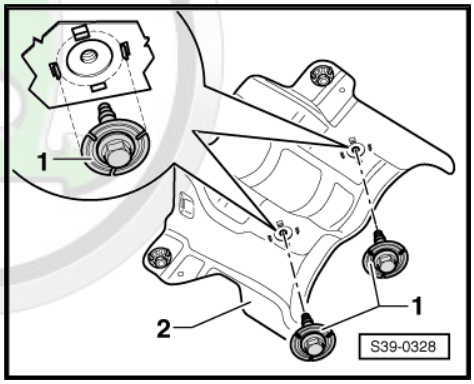
Removing

– Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .

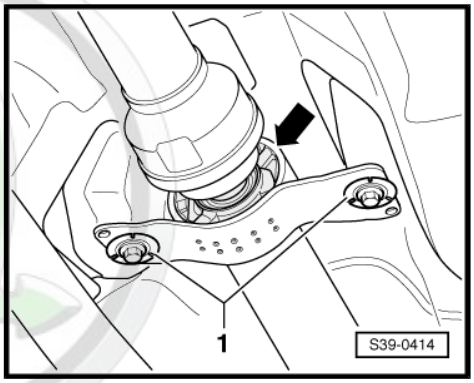
– Remove the whole exhaust gas system ⇒ Engine; Rep. gr. 26

– Support propshaft with engine/gearbox jack e.g. -V.A.G 1383A- (as an aid, e.g. use a wooden wedge)

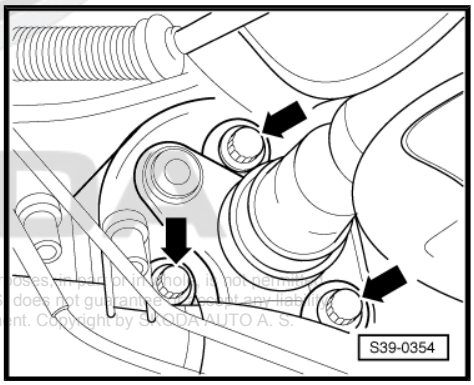
– Remove heat shield -2-, to do so release the screws -1-.



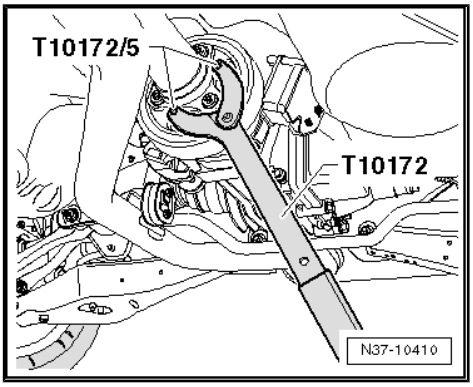
– After removing the heat shield screw on again by hand the intermediate bearing of the propshaft -arrow- with the screws -1-.



– Unscrew propshaft from angle gearbox -arrows-.



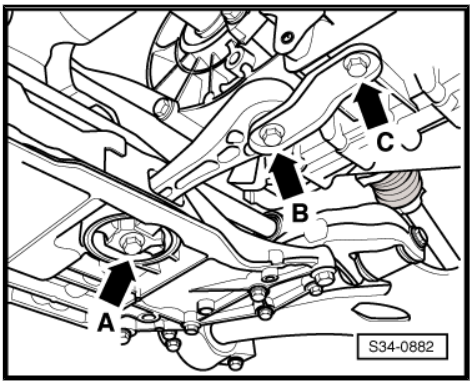
When loosening and tightening, counterhold the propshaft on the rear final drive.



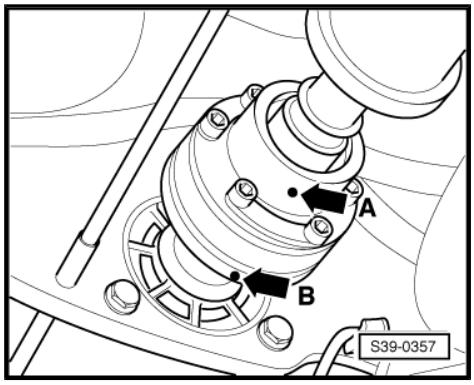
– Unscrew screws arrow -B- and arrow -C- of the pendulum support.

Note

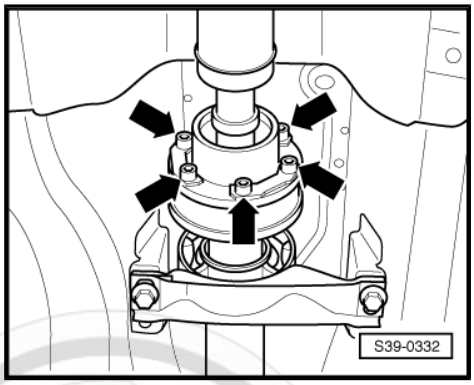
After unscrewing the fixing screw of the pendulum support at the gearbox, the engine/gearbox unit is slided ahead somewhat. Make sure that the gasket in the cardan shaft flange is not damaged.



– Check that the markings of the CV joint/propshaft arrows -A- and -B- are present. If not, mark them with colours.



– Flange off the front propshaft pipe from the rear propshaft pipe -arrows-.
– Push the front propshaft pipe to the front and swivel out the flange of the rear propshaft pipe.



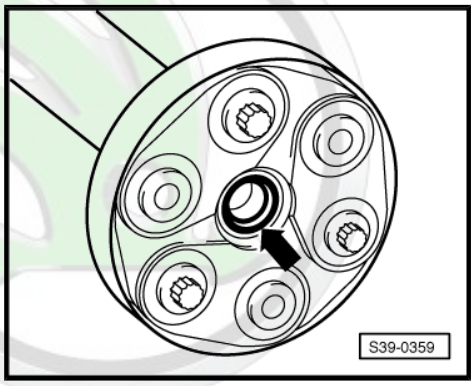
Note

When swivelling out make sure that the front propshaft pipe is inclined as little as possible to the bottom.

– Carefully pull off the front propshaft pipe from the centering stud.

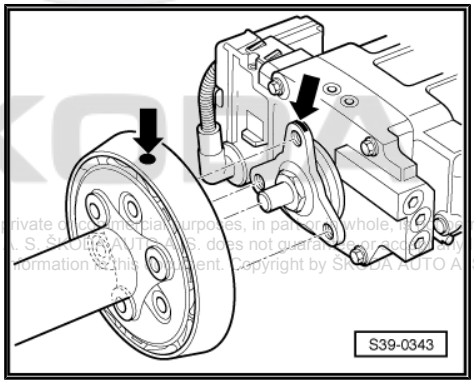
Note

The gasket ring -arrow- in the cardan shaft flange must not be damaged.

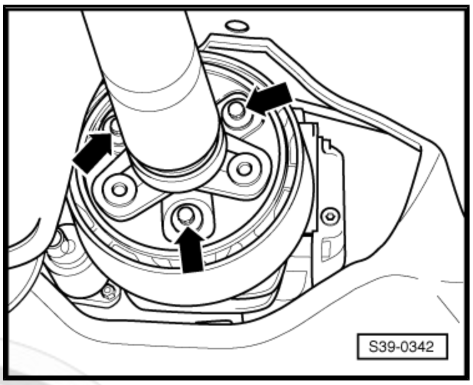


– Pull off propshaft horizontally from centering stud.
– Swivel down the front propshaft pipe and remove.

– Check if a marking (colour point) is present on the flexible disk/ oscillation damper and on the flange of the four-wheel drive clutch -arrows-. If not, mark the position of the flexible disk and the flange on the four-wheel drive clutch to each other -arrows-.

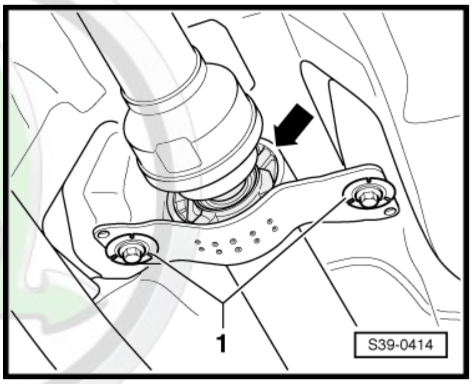


– Unscrew rear propshaft pipe with flexible disk and oscillation damper from rear final drive -arrows-.



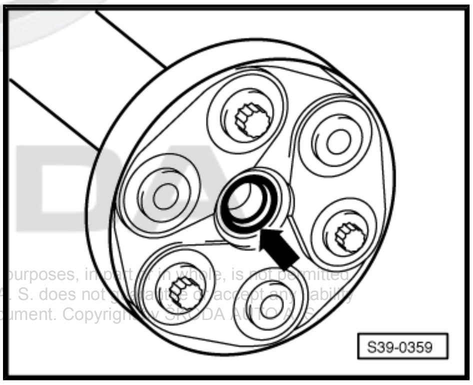
– Unscrew screws -1- for intermediate bearing of the cardan shaft from the vehicle.

– Carefully pull off the rear propshaft pipe from the centering stud.



Note

- *Do not tilt propshaft when removing, pull off horizontally from the centering stud.*
- *The gasket ring in the centering bush -arrow- must not be damaged.*



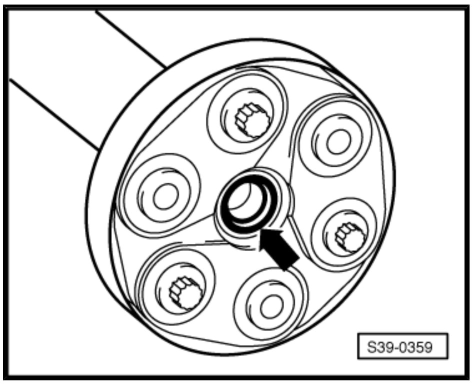
The flexible disk and oscillation damper cannot be separated.

Installing

Installation is carried out in the reverse order. When installing, observe the following:

When re-installing, fit all parts of the propshaft marked relatively to each other in the same position.

The gasket rings -arrow- in the flanges of the propshaft must not be damaged when removing and installing. In case of damaged gasket rings the propshaft must be replaced.

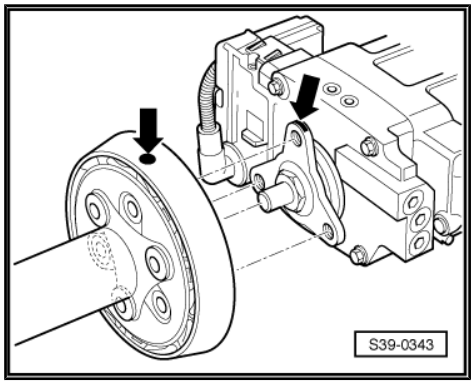


– Push propshaft horizontally onto the respective centering studs.

Fitting position:

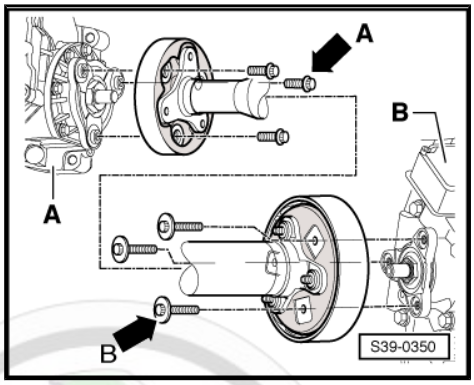
Three protruding bushings at the angle gearbox flange or the four-wheel drive clutch flange and propshaft flange grip into the location holes of the flexible disks.

– Install the propshaft on the flange of the four-wheel drive clutch and on the flange of the angle gearbox in such a way that the markings -arrows- are on the same line.



Observe fitting location of the different collar screws.

Collar screw with	Fitting location
small collar -arrow A-	Propshaft on front final drive -A-
large collar -arrow B-	Propshaft on rear final drive -B-



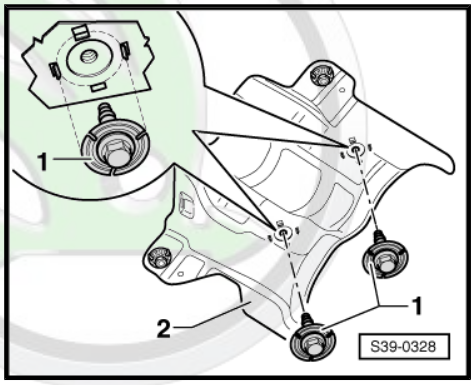
– Align intermediate bearing in its elongated holes in such a way that the propshaft or the intermediate bearing is not under tension.

– Only screw down intermediate bearing after tightening the propshaft.

When screwing the heat shield -2- with the intermediate bearing make sure that the screws -1- are within the four centering tabs.

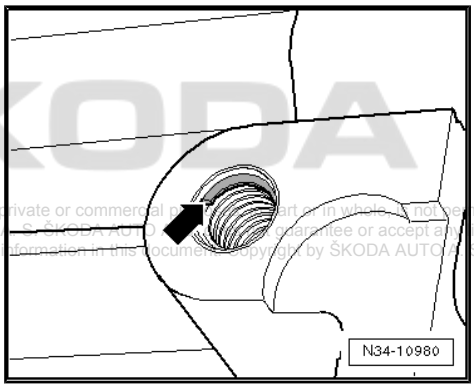
– Align the exhaust system, without tightening ⇒ Engine; Rep. gr. 26 .

– Install pendulum support at the gearbox ⇒ Engine; Rep. gr. 10 .



Note

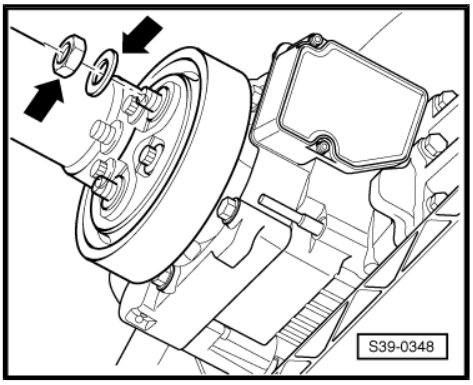
- *As of gearbox production date 28/05/2007, threaded inserts are located in the bolt-holes for the pendulum support (e.g. "Heli Coil").*
- *Identifying feature: shoulder at the first thread -arrow-. These threaded inserts can be installed with Thread Repair Kit , e.g. -VAS 6024- .*
- *Note the corresponding securing bolts and the tightening torque for the pendulum support ⇒ Engine; Rep. gr. 10*



– Install the noise insulation ⇒ Body Work; Rep. gr. 50 .

Note

- *If droning noises occur while driving, the following must be observed.*
- *Remove balancing nut and balancing washer -arrows-.*
- *Then unscrew if necessary the propshaft with the flexible disk from the flange of the four-wheel drive clutch and screw on again offset by one hole.*
- *If the droning noises can still be heard, the propshaft must be screwed on once again offset to a hole.*



Tightening torques

- ⇒ “1.1.1 Summary of components - propshaft, Octavia II up to 05/2007”, page 16

1.3.2 Removing and installing propshaft, Octavia II as of 06/2007

Special tools and workshop equipment required

- Engine/gearbox jack , e.g. -V.A.G 1383A-
- Thread repair set , e. g. -VAS 6024-
- Counterholder - T10172-
- Adapter - T10172/5-

One-part propshaft installed from 28/05/2007. The front propshaft pipe can be separated from rear propshaft pipe.

Work on the propshaft should be carried out on a two-pillar lift platform.

- Before the removal, mark the position of all parts to each other. Carry out the installation again in the same position, otherwise the imbalance is too great, damages to the bearing and humming noises could occur.
- The front flexible disk on the propshaft and the corresponding fixing screws are not available as a spare part. Thus in case of damage, the entire propshaft must be replaced ⇒ Electronic Catalogue of Original Parts .
- Do not bend the propshaft, only store extended and transport.
- When removing, do not let the propshaft »hang«, always support it.
- Always remove the propshaft horizontally from the centering stud or push on.

Removing

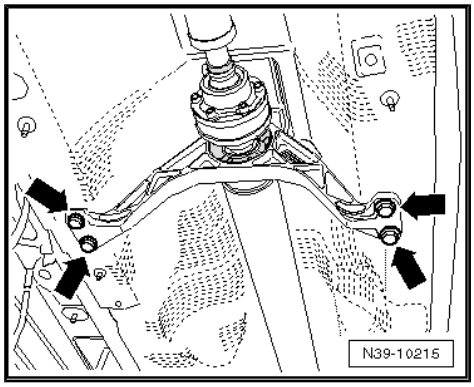
– Remove noise insulation ⇒ Body Work; Rep. gr. 50 .

– Removing the whole exhaust gas system ⇒ Engine; Rep. gr. 26 .

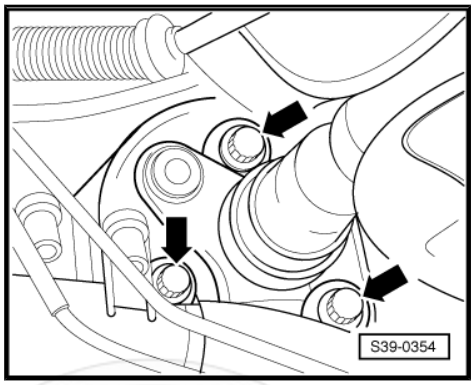
– Support propshaft with engine and gearbox jack e.g. -V.A.G 1383A- (as an aid, e.g. use a wooden wedge).

– Secure the propshaft against falling down with a belt.

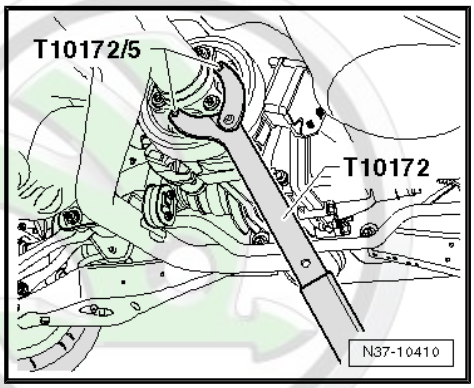
– Unscrew intermediate bearing of propshaft from the vehicle -arrows-.
– Mark the position of the propshaft with flexible disk to the output flange of the angle gearbox.



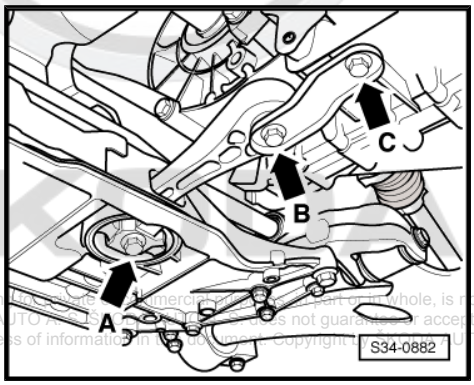
– Unscrew propshaft from angle gearbox -arrows-.



When loosening and tightening, counterhold the propshaft on the rear final drive.

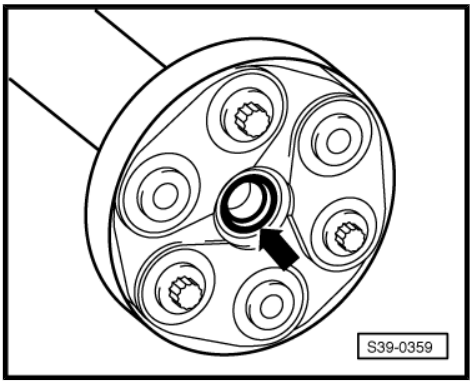


– Remove pendulum support from gearbox. to do so release the bolts -arrow B- and -arrow C-.



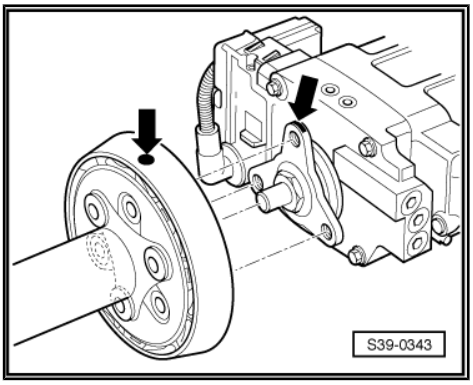
Note

After unscrewing the fixing screw of the pendulum support at the gearbox, the engine/gearbox unit is slided ahead somewhat. Make sure that the gasket in the cardan shaft flange is not damaged.



– Check if a marking (colour point) is present on the flexible disk/ oscillation damper and on the flange of the four-wheel drive clutch -arrows-.

• If not, mark the position of the flexible disk and the flange on the four-wheel drive clutch to each other -arrows-.



– Unscrew propshaft with flexible disk and oscillation damper from rear final drive -arrows-.

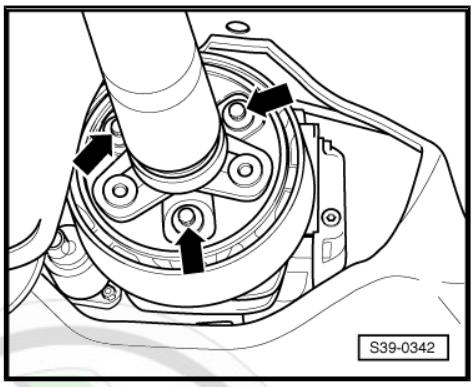
A second person is required to secure the front propshaft pipe for the further removal operations.

– Guide propshaft towards the front.

• While doing so, slightly press the engine/gearbox assembly forwards.

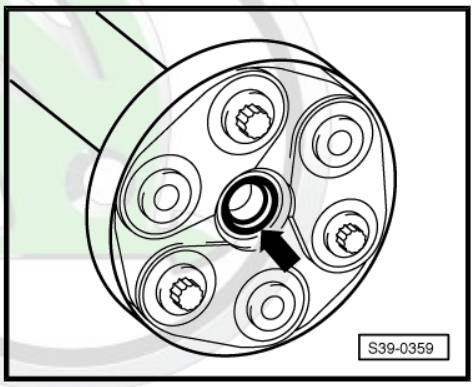
– Pull off the propshaft from the centering stud at the rear final drive.

– Pull off the propshaft from the centering stud at the angle gearbox.



• Do not tilt propshaft when removing, detach horizontally from centering stud of angular gearbox and from centering stud of rear final drive. The gasket ring/centering bushing -arrow- must not be damaged, otherwise the propshaft has to be replaced.

• Do not bend the propshaft, only store extended and transport.

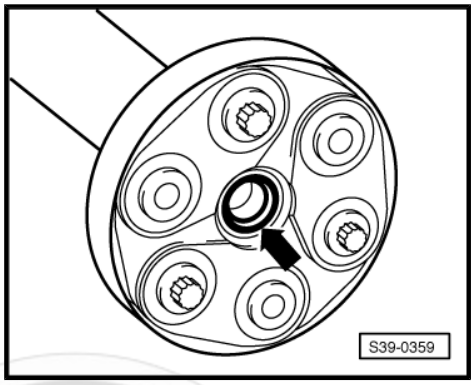


Installing

Installation is carried out in the reverse order. When installing, observe the following:

- When re-installing, fit all parts of the propshaft marked relatively to each other in the same position.
- The gasket rings -arrow- in the flanges of the propshaft must not be damaged when removing and installing. In case of damaged gasket rings the propshaft must be replaced.

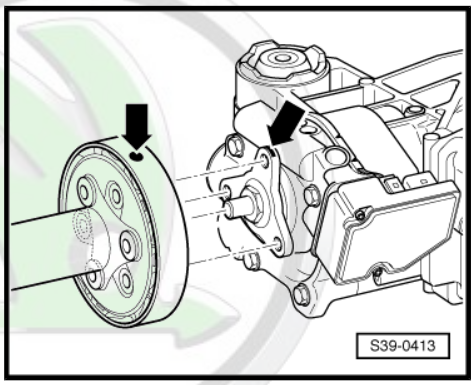
– Push propshaft horizontally onto the respective centering studs.



Fitting position

Three protruding bushings at the angle gearbox flange or the four-wheel drive clutch flange and propshaft flange grip into the location holes of the flexible disks.

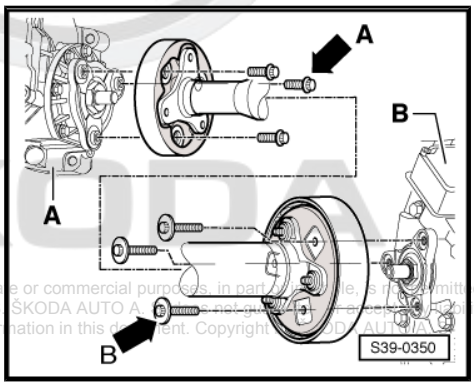
– Install the propshaft on the flange of the four-wheel drive clutch and on the flange of the angle gearbox in such a way that the markings -arrows- are on the same line.



Observe fitting location of the different collar screws.

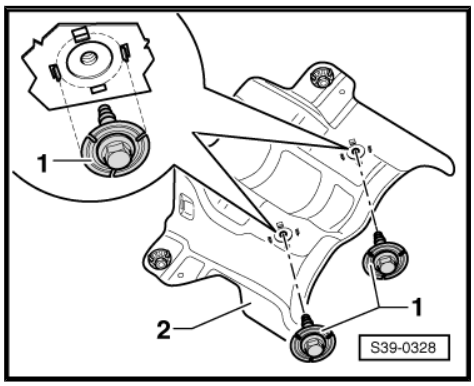
Screw	Fitting location
M10 x 30 with small collar arrow -A-	Propshaft on front final drive -A-
M10 x 45 with large collar -arrow B-	Propshaft on rear final drive -B-

– Align intermediate bearing in its elongated holes in such a way that the propshaft or the intermediate bearing is not under tension.

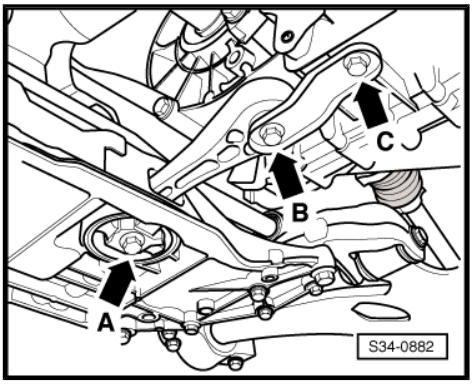


When screwing the heat shield -2- with the intermediate bearing make sure that the screws -1- are within the four centering tabs.

– Only screw down intermediate bearing after tightening the propshaft.

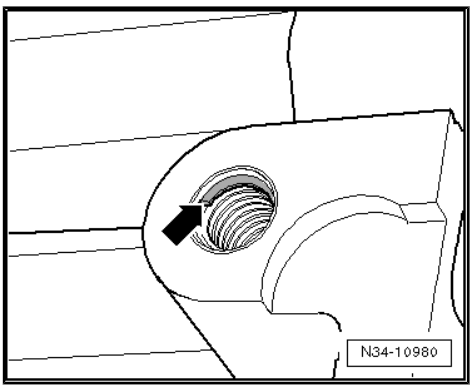


– Screw the pendulum support with new screws -arrow B- and -arrow C- onto the gearbox ⇒ Engine; Rep. gr. 10



Note

- *As of gearbox production date 28/05/2007, threaded inserts are located in the bolt-holes for the pendulum support (e.g. "Heli Coil").*
- *Identifying feature: shoulder at the first thread -arrow-. These threaded inserts can be installed with Thread Repair Kit , e.g. -VAS 6024- .*
- *Pay attention to the corresponding fixing screws and the tightening torque for the pendulum support ⇒ Engine; Rep. gr. 10 .*



– Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26 .

– Install the noise insulation ⇒ Body Work; Rep. gr. 50 .

Note

- *If droning noises occur while driving, the following must be observed.*
- *Unscrew the propshaft with the flexible disk from the flange of the four-wheel drive clutch and screw on again offset by one hole.*
- *If the droning noises can still be heard, the propshaft must be screwed on once again offset to a hole.*

Tightening torques

- ⇒ "1.1.2 Summary of components - propshaft, Octavia II as of 06/2007", page 19

1.3.3 Removing and installing propshaft, Superb II

Special tools and workshop equipment required

- Engine/gearbox jack , e.g. -V.A.G 1383A-
- Thread repair set , e. g. -VAS 6024-
- Counterholder - T10172-
- Adapter - T10172/5-

Removing

- Work on the propshaft should be carried out on a two-pillar lift platform.

- Before the removal, mark the position of all parts to each other. Carry out the installation again in the same position, otherwise the imbalance is too great, damages to the bearing and humming noises could occur.
- Do not bend the propshaft, only store extended and transport.
- When removing, do not let the propshaft »hang«, always support it.
- Always remove the propshaft horizontally from the centering stud or push on.

– Remove noise insulation ⇒ Body Work; Rep. gr. 50 .

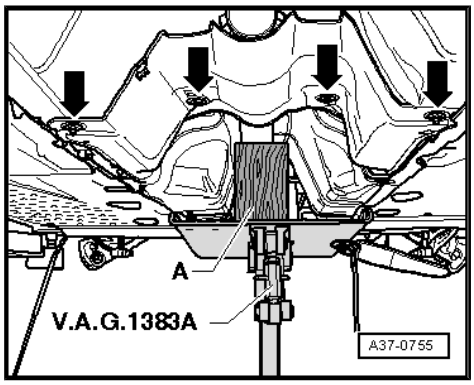
– Removing the whole exhaust gas system ⇒ Engine; Rep. gr. 26 .

– Support propshaft with engine and gearbox jack e.g. -V.A.G 1383A- (as an aid, e.g. use a wooden wedge).

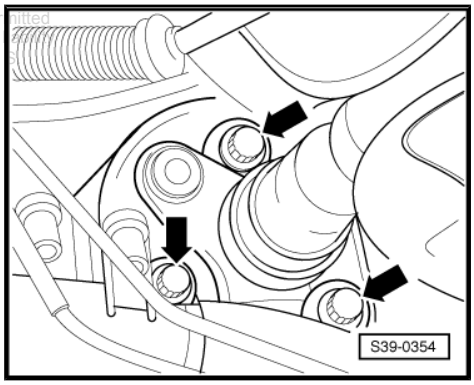
– Secure the propshaft against falling down with a belt.

– Remove the heat protection plate below the propshaft -arrows-.

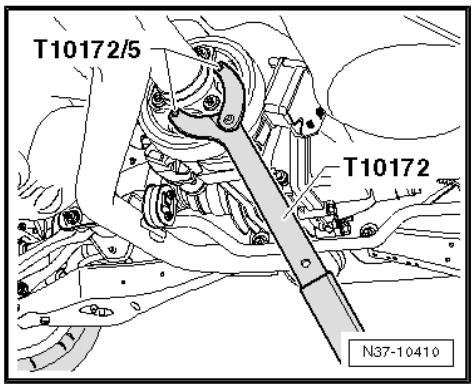
– Mark the position of the propshaft with flexible disk to the output flange of the angle gearbox.



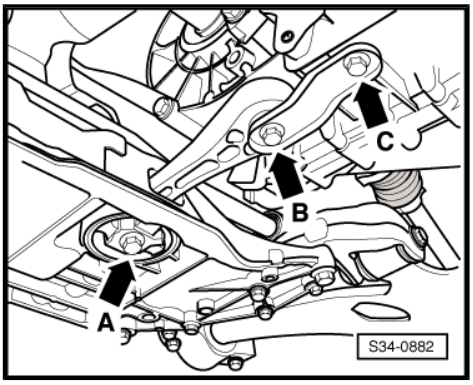
– Unscrew propshaft from angle gearbox -arrows-.



When loosening and tightening, counterhold the propshaft on the rear final drive.

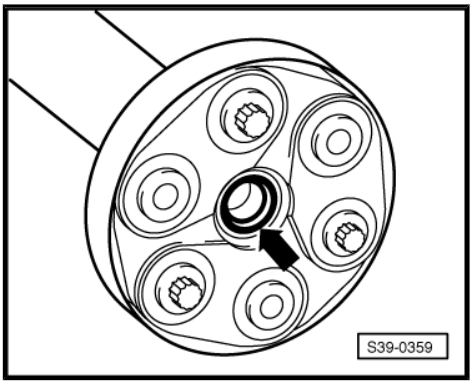


– Remove pendulum support from gearbox. to do so release the bolts -arrow B- and -arrow C-.

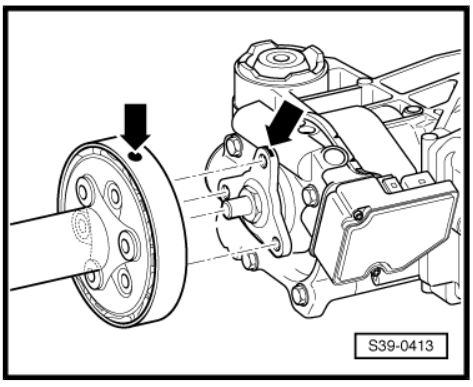


Note

After unscrewing the fixing screw of the pendulum support at the gearbox, the engine/gearbox unit is slided ahead somewhat. Make sure that the gasket in the cardan shaft flange is not damaged.

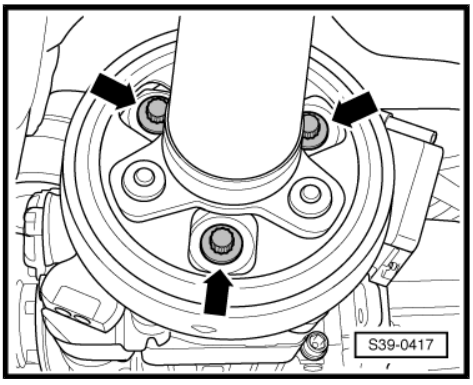


– Check if a marking (colour point) is present on the flexible disk/ oscillation damper and on the flange of the four-wheel drive clutch -arrows-. If not, mark the position of the flexible disk and the flange on the four-wheel drive clutch to each other -arrows-.

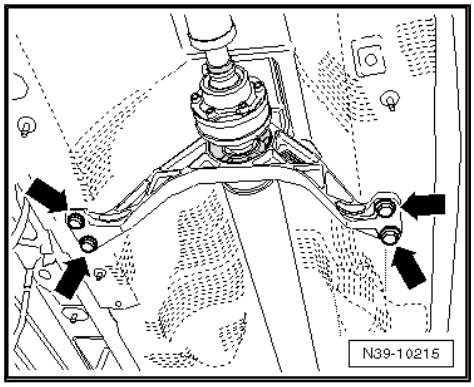


– Unscrew propshaft with flexible disk and oscillation damper from rear final drive -arrows-.

A second person is required to secure the front propshaft pipe for the further removal operations.

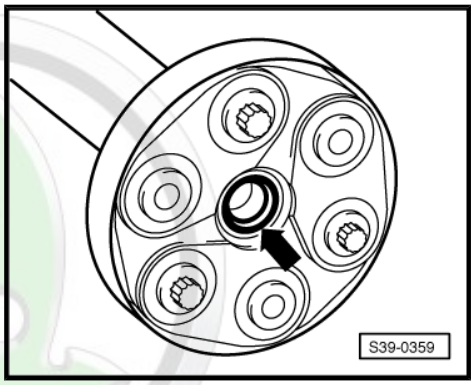


– Unscrew intermediate bearing of propshaft from the vehicle -arrows-.
– Guide propshaft towards the front. While doing so, slightly press the engine/gearbox assembly forwards.
– Pull off the propshaft from the centering stud at the rear final drive.
– Pull off the propshaft from the centering stud at the angle gearbox.



Note

- *Do not tilt propshaft when removing, detach horizontally from centering stud of angular gearbox and from centering stud of rear final drive. The gasket ring/centering bushing -arrow- must not be damaged, otherwise the propshaft has to be replaced.*
- *Do not bend the propshaft, only store extended and transport.*



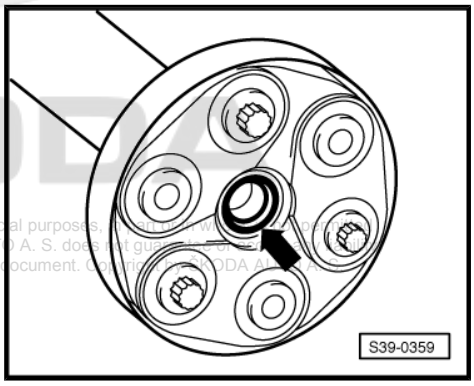
Installing

Installation is carried out in the reverse order. When installing, observe the following:

When re-installing, fit all parts of the propshaft marked relatively to each other in the same position.

The gasket rings -arrow- in the flanges of the propshaft must not be damaged when removing and installing. In case of damaged gasket rings the propshaft must be replaced.

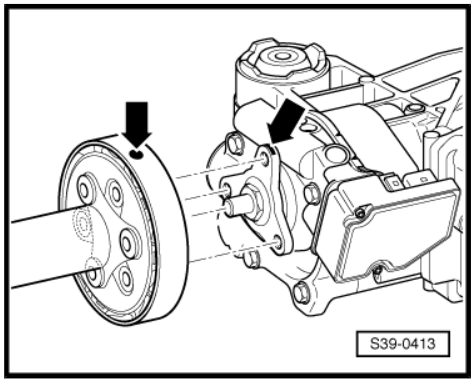
– Push propshaft horizontally onto the respective centering studs.



Fitting position

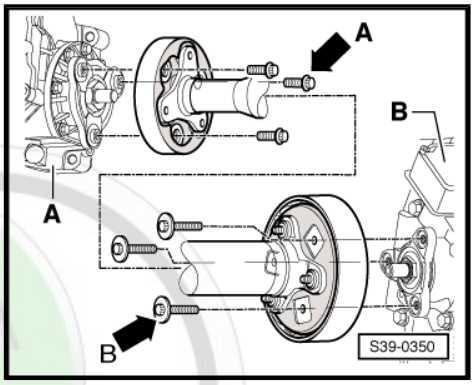
Three protruding bushings at the angle gearbox flange or the four-wheel drive clutch flange and propshaft flange grip into the location holes of the flexible disks.

– Install the propshaft on the flange of the four-wheel drive clutch and on the flange of the angle gearbox in such a way that the markings -arrows- are on the same line.



Observe fitting location of the different collar screws.

Screw	Fitting location
M10 x 30 with small collar arrow -A-	Propshaft on front final drive -A-
M10 x 45 with large collar -arrow B-	Propshaft on rear final drive -B-



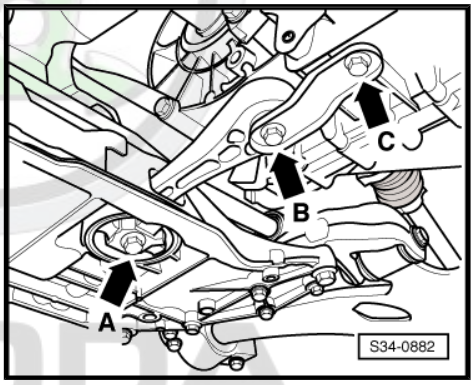
– Align intermediate bearing in its elongated holes in such a way that the propshaft or the intermediate bearing is not under tension.

– Only screw down intermediate bearing after tightening the propshaft.

– Screw the pendulum support with new screws -arrow B- and -arrow C- onto the gearbox ⇒ Engine; Rep. gr. 10

– Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26 .

– Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



Note

- *If droning noises occur while driving, the following must be observed.*
- *Unscrew the propshaft with the flexible disk from the flange of the four-wheel drive clutch and screw on again offset by one hole.*
- *If the droning noises can still be heard, the propshaft must be screwed on once again offset to a hole.*

Tightening torques:

⇒ "1.1.3 Summary of components - propshaft, Superb II", page 20

1.3.4 Removing and installing propshaft, Yeti

Special tools and workshop equipment required

- Engine/gearbox jack , e.g. -V.A.G 1383A-
- Thread repair set , e. g. -VAS 6024-
- Counterholder - T10172-
- Adapter - T10172/5-

Removing

- Work on the propshaft should be carried out on a two-pillar lift platform.
- Before the removal, mark the position of all parts to each other. Carry out the installation again in the same position, otherwise the imbalance is too great, damages to the bearing and humming noises could occur.
- Do not bend the propshaft, only store extended and transport.
- The front flexible disk on the propshaft and the corresponding fixing screws are not available as a spare part. Thus in case of damage, the entire propshaft must be replaced ⇒ Electronic Catalogue of Original Parts .

- When removing, do not let the propshaft »hang«, always support it.
- Always remove the propshaft horizontally from the centering stud or push on.

– Remove noise insulation ⇒ Body Work; Rep. gr. 50 .

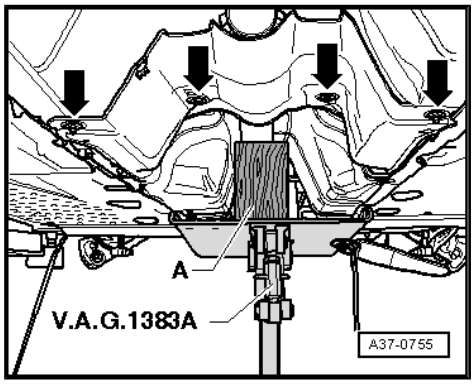
– Removing the whole exhaust gas system ⇒ Engine; Rep. gr. 26 .

– Support propshaft with engine and gearbox jack e.g. -V.A.G 1383A- (as an aid, e.g. use a wooden wedge).

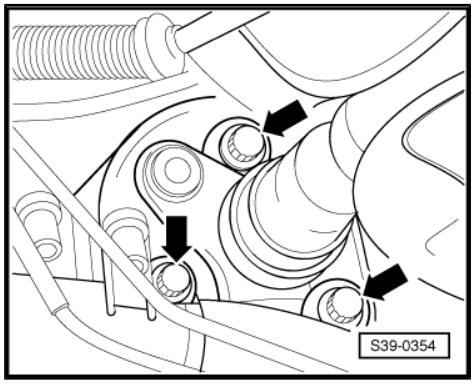
– Secure the propshaft against falling down with a belt.

– Remove the heat protection plate below the propshaft -arrows-.

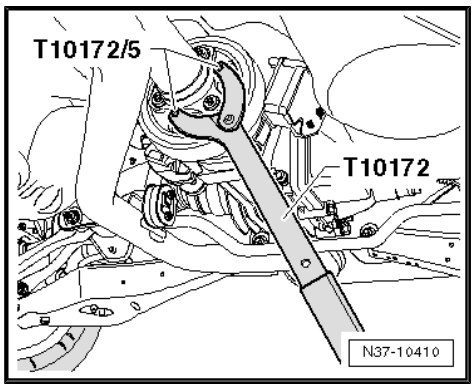
– Mark the position of the propshaft with flexible disk to the output flange of the angle gearbox.



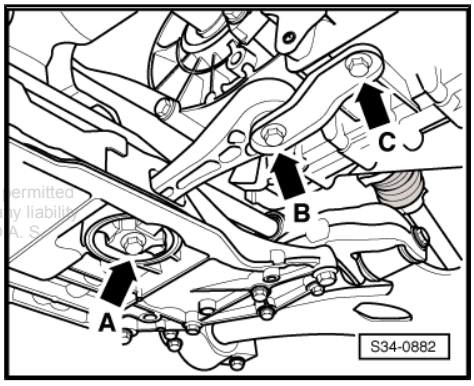
– Unscrew propshaft from angle gearbox -arrows-.



When loosening and tightening, counterhold the propshaft on the rear final drive.

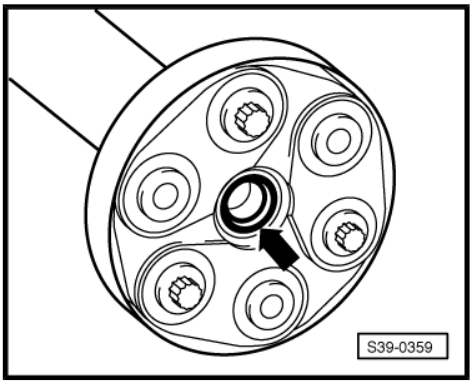


– Remove pendulum support from gearbox. to do so release the bolts -arrow B- and -arrow C-.

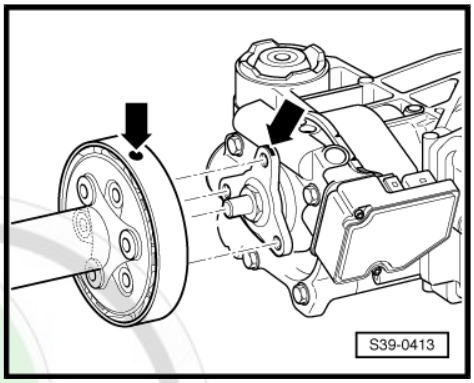


Note

After unscrewing the fixing screw of the pendulum support at the gearbox, the engine/gearbox unit is slided ahead somewhat. Make sure that the gasket in the cardan shaft flange is not damaged.

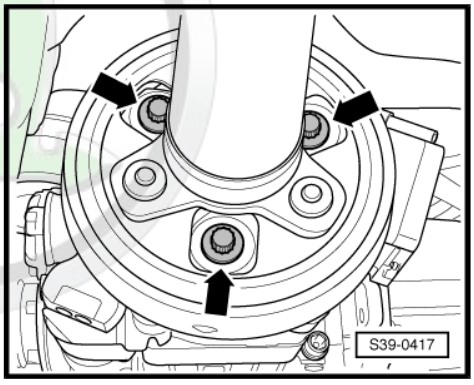


– Check if a marking (colour point) is present on the flexible disk/ oscillation damper and on the flange of the four-wheel drive clutch -arrows-. If not, mark the position of the flexible disk and the flange on the four-wheel drive clutch to each other -arrows-.

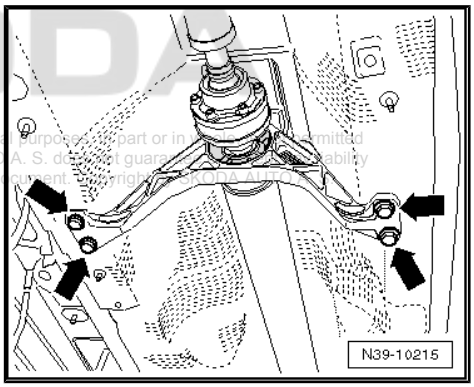


– Unscrew propshaft with flexible disk and oscillation damper from rear final drive -arrows-.

A second person is required to secure the front propshaft pipe for the further removal operations.

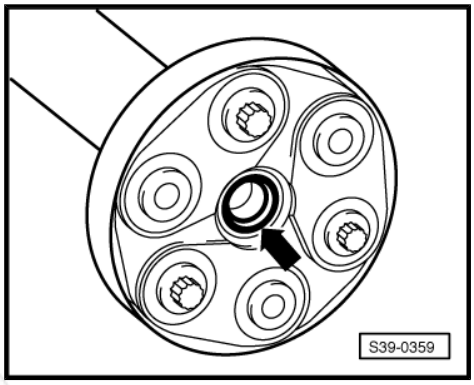


– Unscrew intermediate bearing of propshaft from the vehicle -arrows-.
– Guide propshaft towards the front. While doing so, slightly press the engine/gearbox assembly forwards.
– Pull off the propshaft from the centering stud at the rear final drive.
– Pull off the propshaft from the centering stud at the angle gearbox.



Note

- *Do not tilt propshaft when removing, detach horizontally from centering stud of angular gearbox and from centering stud of rear final drive. The gasket ring/centering bushing -arrow- must not be damaged, otherwise the propshaft has to be replaced.*
- *Do not bend the propshaft, only store extended and transport.*

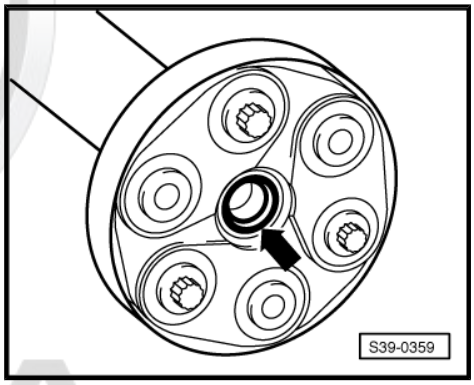


Installing

Installation is carried out in the reverse order. When installing, observe the following:

When re-installing, fit all parts of the propshaft marked relatively to each other in the same position.

The gasket rings -arrow- in the flanges of the propshaft must not be damaged when removing and installing. In case of damaged gasket rings the propshaft must be replaced.

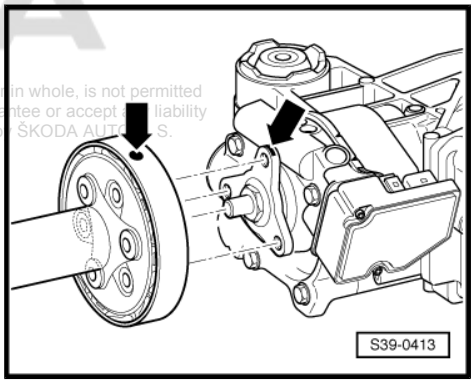


– Push propshaft horizontally onto the respective centering studs.

Fitting position

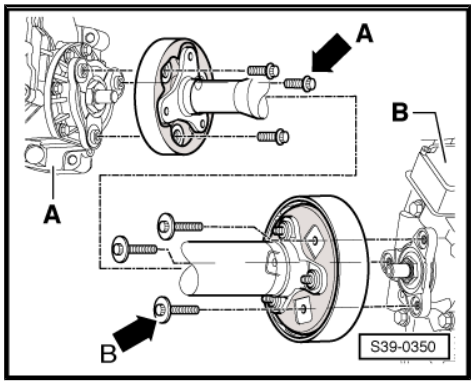
Three protruding bushings at the angle gearbox flange or the four-wheel drive clutch flange and propshaft flange grip into the location holes of the flexible disks.

– Install the propshaft on the flange of the four-wheel drive clutch and on the flange of the angle gearbox in such a way that the markings -arrows- are on the same line.



Observe fitting location of the different collar screws.

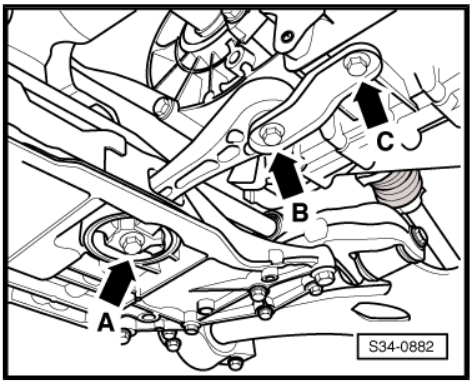
Screw	Fitting location
M10 x 30 with small collar arrow -A-	Propshaft on front final drive -A-
M10 x 45 with large collar -arrow B-	Propshaft on rear final drive -B-



– Align intermediate bearing in its elongated holes in such a way that the propshaft or the intermediate bearing is not under tension.

– Only screw down intermediate bearing after tightening the propshaft.

– Screw the pendulum support with new screws -arrow B- and -arrow C- onto the gearbox ⇒ Engine; Rep. gr. 10
– Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26 .
– Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



Note

- *If droning noises occur while driving, the following must be observed.*
- *Unscrew the propshaft with the flexible disk from the flange of the four-wheel drive clutch and screw on again offset by one hole.*
- *If the droning noises can still be heard, the propshaft must be screwed on once again offset to a hole.*

Tightening torques:

⇒ "1.1.4 Summary of components - propshaft, Yeti", page 21

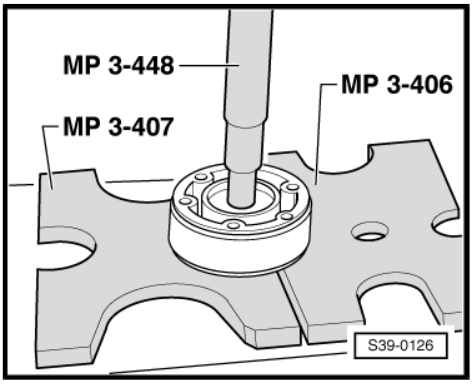
1.4 Repairing propshaft

⇒ "1.4.1 Repairing propshaft, Octavia II up to 05/2007", page 43

1.4.1 Repairing propshaft, Octavia II up to 05/2007

Special tools and workshop equipment required

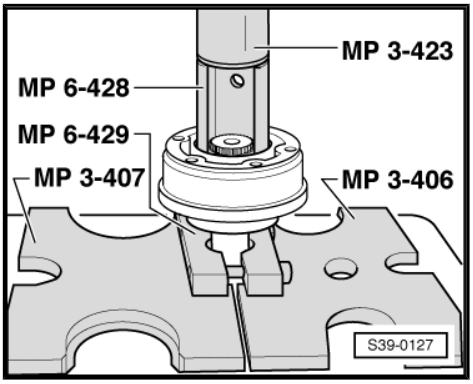
- Thrust washer - MP3-402 (VW 244B)-
- Pressure plate - MP3-406 (VW 401)-
- Pressure plate - MP3-407 (VW 402)-
- Assembly device for drive shaft - MP3-422 (VW 391)-
- Mandrel - MP3-448 (VW 408A)-
- Support bushing - MP6-428 (VW 522)-
- Clamping device - MP6-429 (40-204A)-
- Separating tool e. g. -VAS 251 409- or -Kukko 17-1-
- Extractor e. g. -VAS 251 415- or -Kukko 18-0-
- Hose binding claw



Pressing off CV joint

Pressing on CV joint

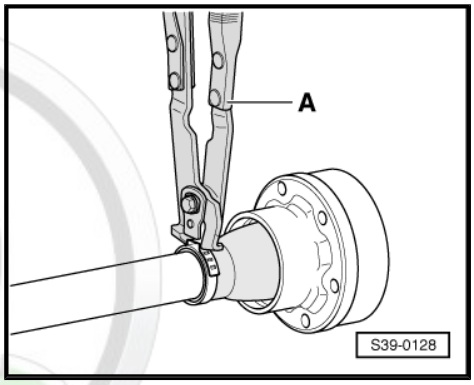
– Carefully pressing on.
– Tighten tensioner -MP6-429- , propshaft must not be pressed down in the tensioner -MP6-429- , otherwise this could result in paint damage.
– If necessary, remove paint damage as follows: remove residues of grease with cellulose thinner -L 001 600- . Apply 2-component acrylic paint -ALN 769 041- with hardener -ALZ 009 001- .



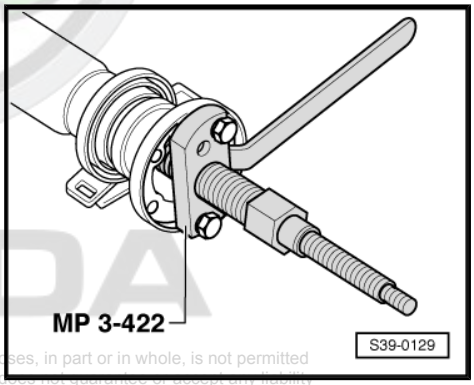
Tighten warm-type clamp

-A- Hose binding claw

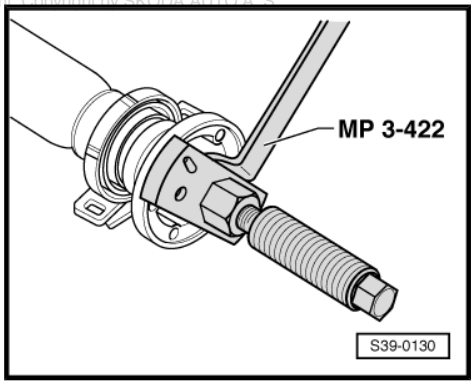
In case of repair assign the warm-type clamp via ⇒ Electronic catalogue of original parts .



Remove the flange



Install the flange

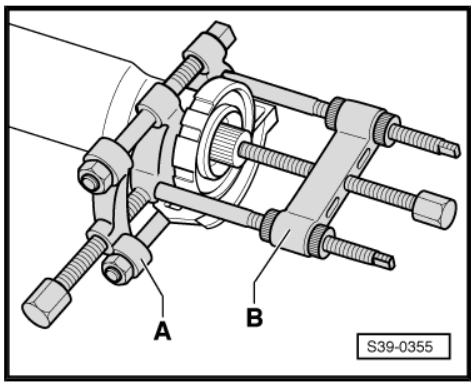


Remove the intermediate bearing

– The rubber guide of the intermediate bearing must be cut through and the sheet covering must be removed.

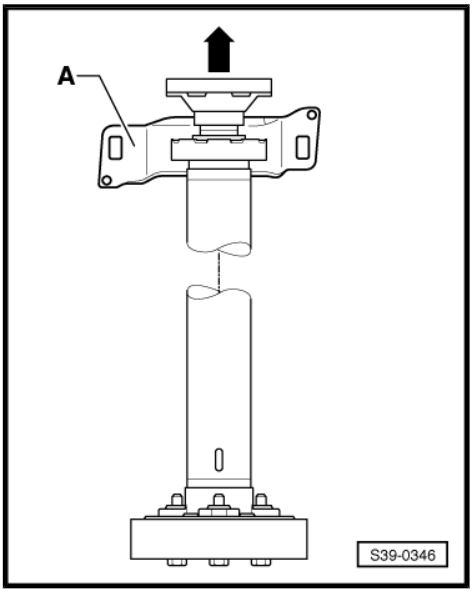
-A- Separating tool e. g. -VAS 251 409- or -Kukko 17-1-

-B- Extractor e. g. -VAS 251 415- or -Kukko 18-0-



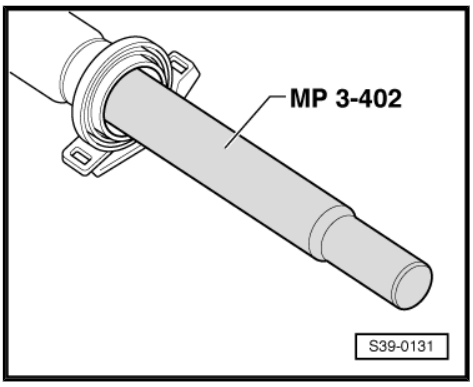
Fitting position of the intermediate bearing

The longest land -A- points in direction of travel -arrow- to the left.



Drive in intermediate bearing

Drive in intermediate bearing up to the stop.



1.5 Removing and installing the front flexible disk

⇒ “1.5.1 Removing and installing front flexible disk, Octavia II up to 05/2007, Superb II”, page 45

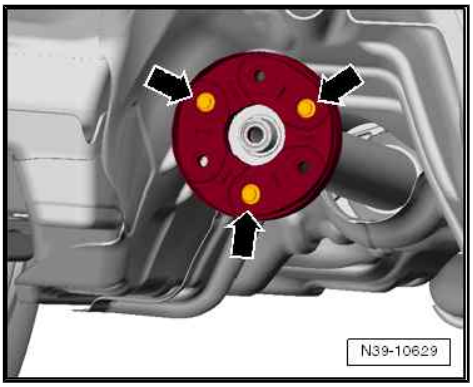
⇒ “1.5.2 Removing and installing front flexible disk, Octavia II as of 06/2007, Yeti”, page 46

1.5.1 Removing and installing front flexible disk, Octavia II up to 05/2007, Superb II

Removing

– Remove propshaft
⇒ “1.3 Removing and installing propshaft”, page 26 .

– Remove screws -arrows- from the flexible disk.



Installing

Installation is carried out in the reverse order. When installing, observe the following:

- When re-installing, fit all parts of the propshaft marked relatively to each other in the same position.

Tightening torques

⇒ “1.1 Summary of components - propeller shaft”, page 16

1.5.2 Removing and installing front flexible disk, Octavia II as of 06/2007, Yeti

The front flexible disk on the propshaft and the corresponding fixing screws are not available as a spare part.

Thus in case of damage, the entire propshaft must be replaced ⇒ Electronic Catalogue of Original Parts .

1.6 Removing and installing the rear flexible disk

⇒ “1.6.1 Removing and installing rear flexible disk, Octavia II up to 05/2007”, page 46

⇒ “1.6.2 Removing and installing rear flexible disk, Octavia II as of 06/2007”, page 50

⇒ “1.6.3 Removing and installing rear flexible disk, Superb II”, page 54

⇒ “1.6.4 Removing and installing the rear flexible disk, Yeti”, page 58

1.6.1 Removing and installing rear flexible disk, Octavia II up to 05/2007

Removing

Special tools and workshop equipment required

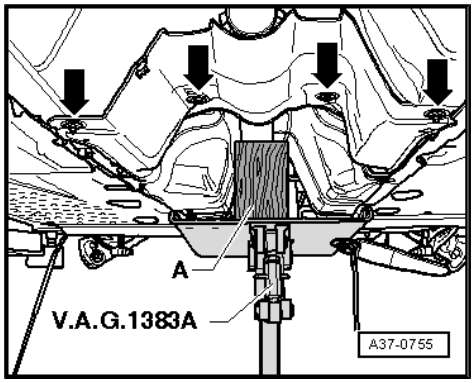
- ♦ Engine/gearbox jack , e.g. -V.A.G 1383/A-
- ♦ Counterholder - T10172-

- Work on the propshaft should be carried out on a two-pillar lift platform.
- Before the removal, mark the position of all parts to each other. Carry out the installation again in the same position, otherwise the imbalance is too great, damages to the bearing and humming noises could occur.
- Do not bend the propshaft, only store extended and transport.
- When removing, do not let the propshaft »hang«, always support it.
- Always remove or mount the propshaft horizontally from the centering stud.

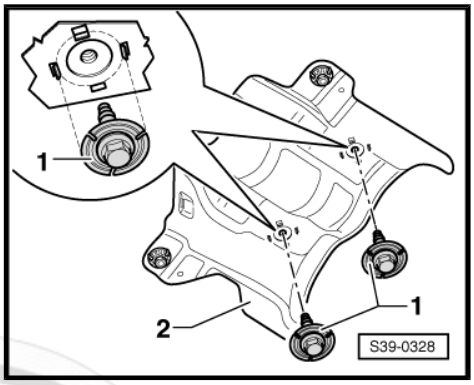
– Remove noise insulation ⇒ Body Work; Rep. gr. 50 .

– Remove the rear part of the exhaust gas system ⇒ Engine; Rep. gr. 26 .

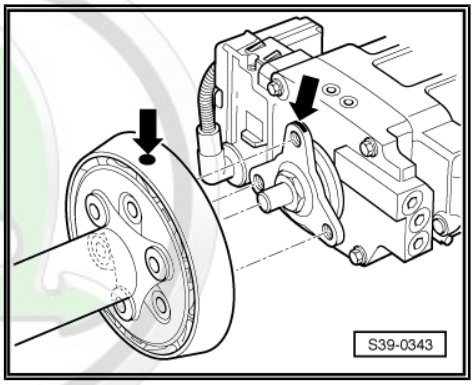
– Support propshaft with engine/gearbox jack e.g. -V.A.G 1383A- (as an aid, e.g. use a wooden wedge)



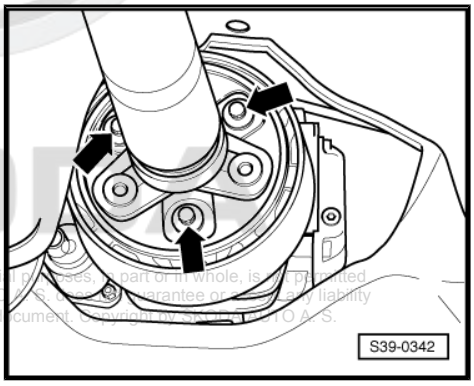
– Remove heat shield -2-, to do so release the screws -1-.
– After removing the heat shield screw on again by hand the intermediate bearing of the propshaft with the screws -1-.



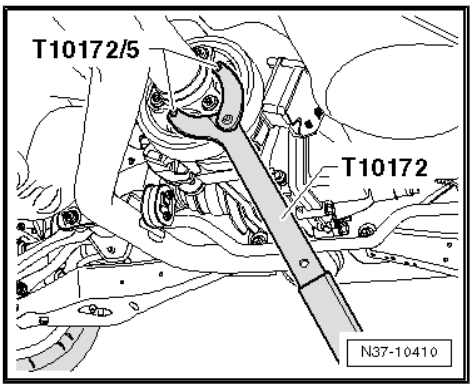
– Check if a marking (colour point) is present on the flexible disk/ oscillation damper and on the flange of the four-wheel drive clutch -arrows-. If not, mark the position of the flexible disk/ oscillation damper and the flange on the four-wheel drive clutch to each other -arrows-.



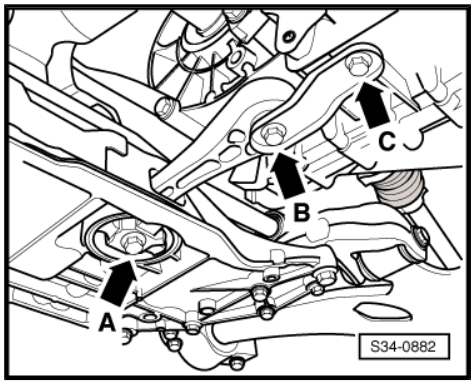
– Unscrew rear propshaft pipe with flexible disk and oscillation damper from rear final drive -arrows-.



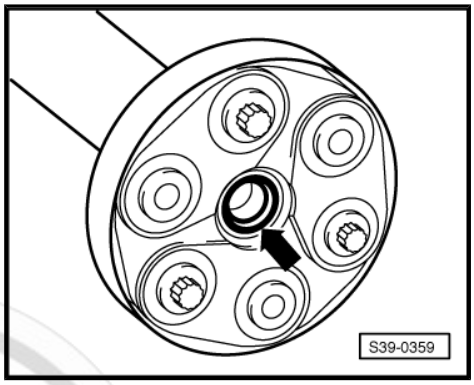
When loosening and tightening the screws, counterhold the propshaft on the rear final drive.



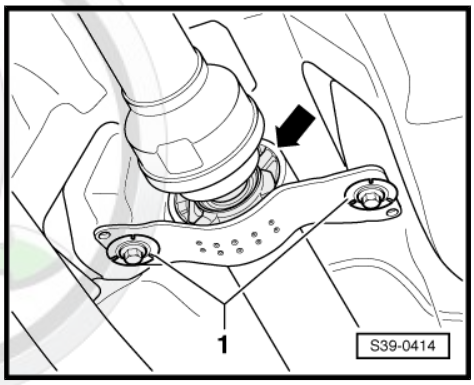
– Unscrew screws arrow -B- and arrow -C- of the pendulum support.



• After unscrewing the fixing screw of the pendulum support at the gearbox, the engine/gearbox unit is slided ahead somewhat. Make sure that the gasket in the cardan shaft flange is not damaged.

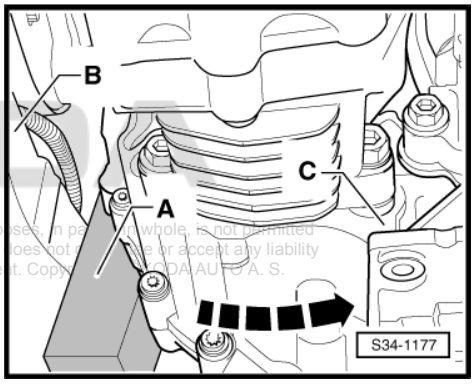


– Remove the intermediate bearing of the propshaft -arrow- from the structure, to do so release the screws -1-.



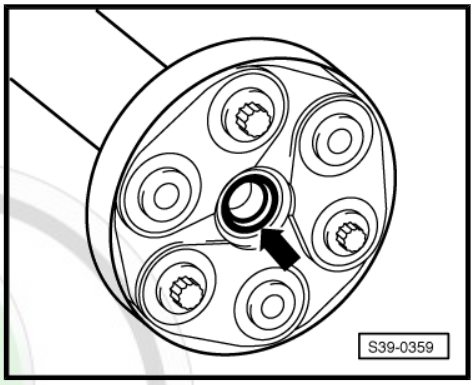
– With the aid of a 2nd mechanic, press the engine/gearbox unit forwards in -direction of arrow- and place a suitable wooden wedge -A- (around 50 mm thick) between the assembly carrier -B- and gearbox -C-.

– While doing so, remove the propshaft from the flange at the four-wheel drive clutch (centering stud) on the rear final drive.



- Do not tilt propshaft when removing, pull off horizontally from centering stud of rear final drive. The gasket ring/centering bushing -arrow- must not be damaged, otherwise the propshaft has to be replaced.
- Do not bend the propshaft, only store extended and transport.

– Install the intermediate bearing of the propshaft and screw the screws on handtight.

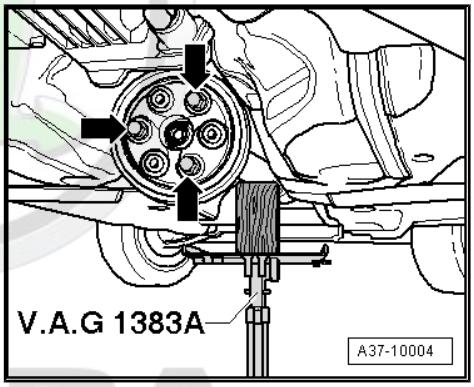


– Support propshaft.
– Unscrew the flexible disk with oscillation damper from the propshaft.

Installing

Installation is carried out in the reverse order. When installing, observe the following:

During re-installation, Install all parts marked relative to each other in the same position.

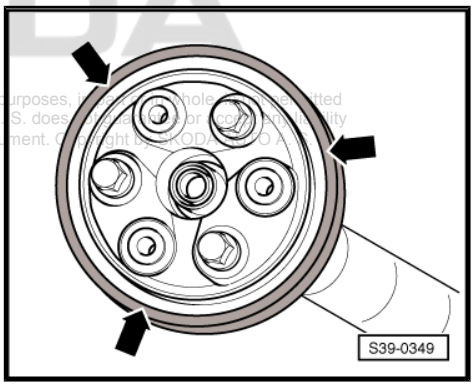


Fitting position of flexible disk with oscillation damper

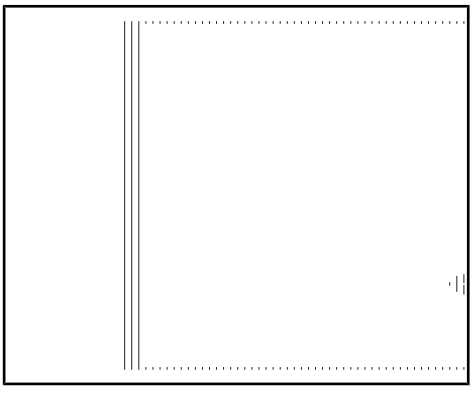
The land on the outside diameter -arrows- points away from the propshaft pipe.

Three protruding bushings at the four-wheel drive clutch flange and on the flange of the propshaft grip into the location holes of the flexible disk.

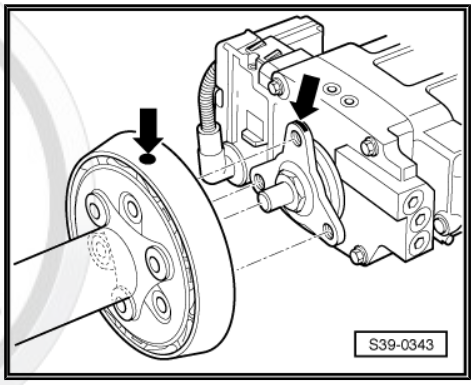
– Slide the propshaft horizontally onto the centering stud of the rear final drive.



- The gasket ring -arrow- in the flange of the propshaft must not be damaged when removing and installing. If the sealing ring is damaged, the propshaft must be replaced.

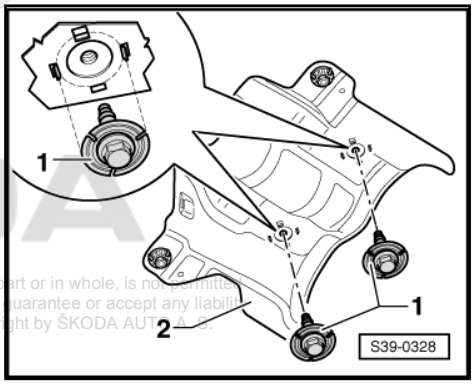


– Install the propshaft on the flange of the four-wheel drive clutch in such a way that the markings -arrows- are on the same line.



When screwing the heat shield -2- with the intermediate bearing make sure that the screws -1- are within the four centering tabs.

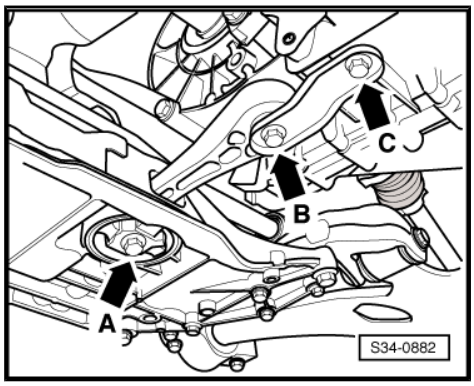
– Only screw down intermediate bearing after tightening the propshaft.



– Screw the pendulum support with new screws -arrow B- and -arrow C- onto the gearbox ⇒ Engine; Rep. gr. 10 .

– Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26 .

– Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



• If droning noises occur while driving, the following must be observed.

• Unscrew the propshaft with flexible disk with oscillation damper from the flange of the four-wheel drive clutch and screw on again offset by a hole.

• If the droning noises are still audible, the propshaft with flexible disk with oscillation damper must be removed from the flange of the four-wheel drive clutch again and offset by another hole.

Tightening torques

⇒ “1.1.1 Summary of components - propshaft, Octavia II up to 05/2007”, page 16

1.6.2 Removing and installing rear flexible disk, Octavia II as of 06/2007

Removing

Special tools and workshop equipment required

♦ Engine/gearbox jack , e.g. -V.A.G 1383/A-

♦ Counterholder - T10172-

• Work on the propshaft should be carried out on a two-pillar lift platform.

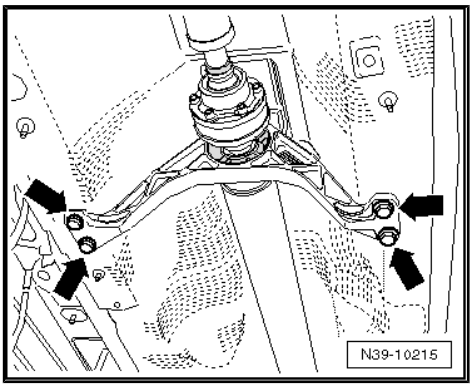
• Before the removal, mark the position of all parts to each other. Carry out the installation again in the same position, otherwise the imbalance is too great, damages to the bearing and humming noises could occur.

- Do not bend the propshaft, only store extended and transport.
- When removing, do not let the propshaft »hang«, always support it.
- Always remove or mount the propshaft horizontally from the centering stud.

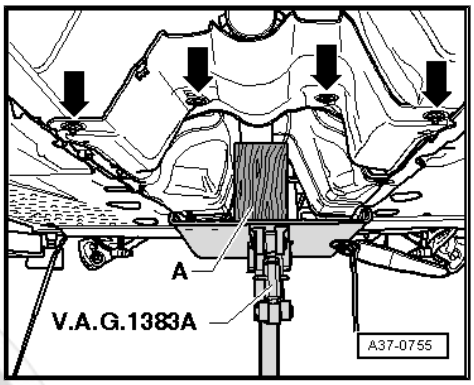
– Remove noise insulation ⇒ Body Work; Rep. gr. 50 .

– Remove the rear part of the exhaust gas system ⇒ Engine; Rep. gr. 26 .

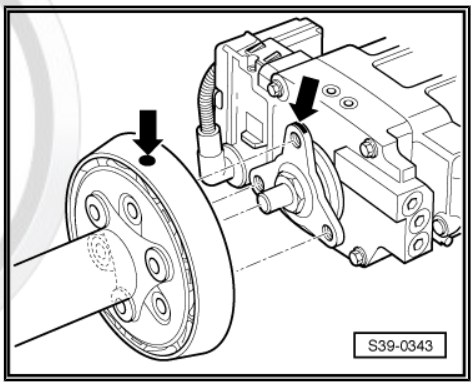
– Loosen screws -arrows- for center bearing about 3 turns.



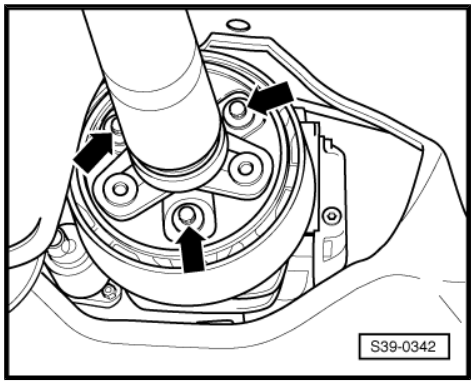
– Support propshaft with engine/gearbox jack e.g. -V.A.G 1383A- (as an aid, e.g. use a wooden wedge)



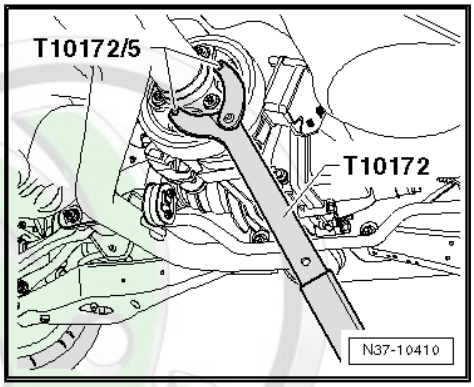
– Check if a marking (colour point) is present on the flexible disk/ oscillation damper and on the flange of the four-wheel drive clutch -arrows-. If not, mark the position of the flexible disk/ oscillation damper and the flange on the four-wheel drive clutch to each other -arrows-.



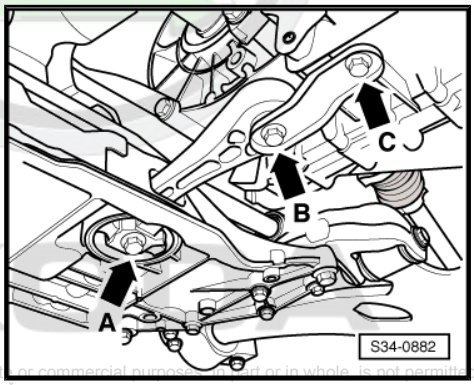
– Unscrew rear propshaft pipe with flexible disk and oscillation damper from rear final drive -arrows-.



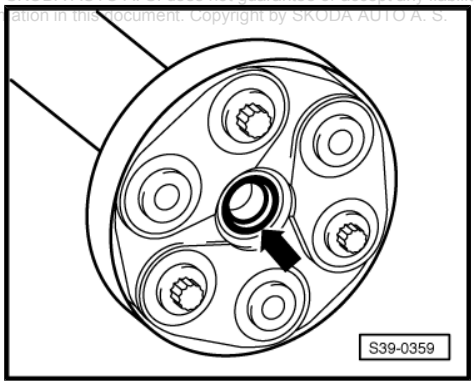
When loosening and tightening the screws, counterhold the propshaft on the rear final drive.



– Unscrew screws arrow -B- and arrow -C- of the pendulum support.

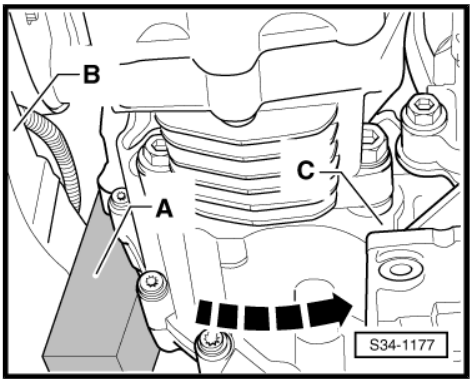


• After unscrewing the fixing screw of the pendulum support at the gearbox, the engine/gearbox unit is slided ahead somewhat. Make sure that the gasket in the cardan shaft flange is not damaged.



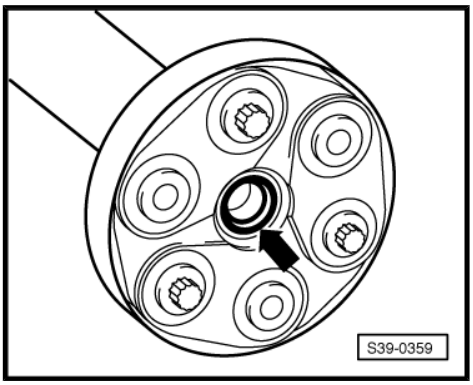
– With the aid of a 2nd mechanic, press the engine/gearbox unit forwards in -direction of arrow- and place a suitable wooden wedge -A- (around 50 mm thick) between the assembly carrier -B- and gearbox -C-.

– While doing so, remove the propshaft from the flange at the four-wheel drive clutch (centering stud) on the rear final drive.



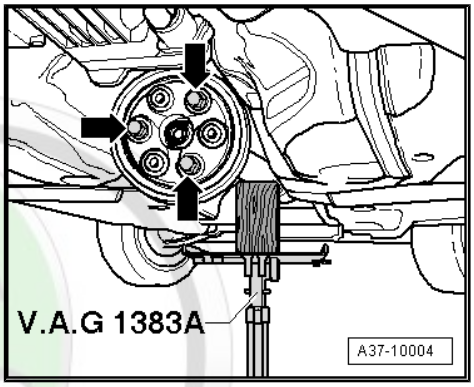
• Do not tilt propshaft when removing, pull off horizontally from centering stud of rear final drive. The gasket ring/centering bushing -arrow- must not be damaged, otherwise the propshaft has to be replaced.

• Do not bend the propshaft, only store extended and transport.



– Support propshaft.

– Unscrew the flexible disk with oscillation damper from the propshaft.



Installing

Installation is carried out in the reverse order. When installing, observe the following:

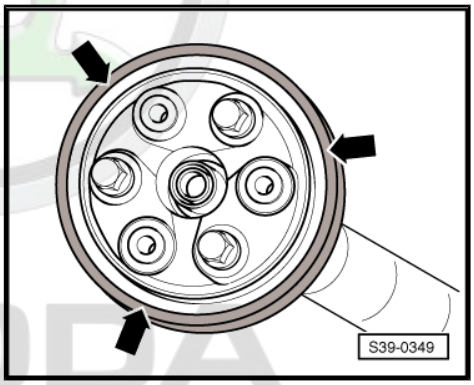
During re-installation, Install all parts marked relative to each other in the same position.

Fitting position of flexible disk with oscillation damper

The land on the outside diameter -arrows- points away from the propshaft pipe.

Three protruding bushings at the four-wheel drive clutch flange and on the flange of the propshaft grip into the location holes of the flexible disk.

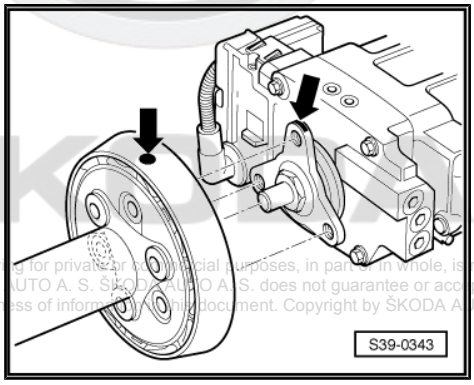
– Slide the propshaft horizontally onto the centering stud of the rear final drive.



- The gasket ring -arrow- in the flange of the propshaft must not be damaged when removing and installing. If the sealing ring is damaged, the propshaft must be replaced.

– Install the propshaft on the flange of the four-wheel drive clutch in such a way that the markings -arrows- are on the same line.

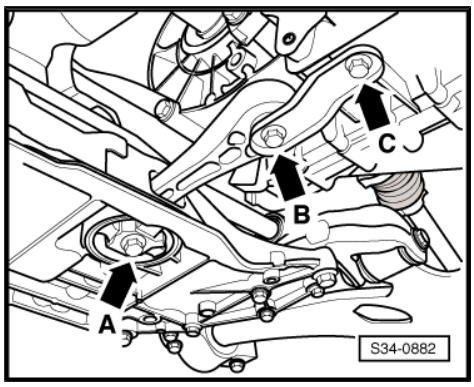
– Only screw down intermediate bearing after tightening the propshaft.



– Screw the pendulum support with new screws -arrow B- and -arrow C- onto the gearbox ⇒ Engine; Rep. gr. 10 .

– Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26 .

– Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



- If droning noises occur while driving, the following must be observed.
- Unscrew the propshaft with flexible disk with oscillation damper from the flange of the four-wheel drive clutch and screw on again offset by a hole.
- If the droning noises are still audible, the propshaft with flexible disk with oscillation damper must be removed from the flange of the four-wheel drive clutch again and offset by another hole.

Tightening torques

♦ ⇒ “1.1.2 Summary of components - propshaft, Octavia II as of 06/2007”, page 19

1.6.3 Removing and installing rear flexible disk, Superb II

Removing

Special tools and workshop equipment required

♦ Engine/gearbox jack , e.g. -V.A.G 1383/A-

♦ Counterholder - T10172-

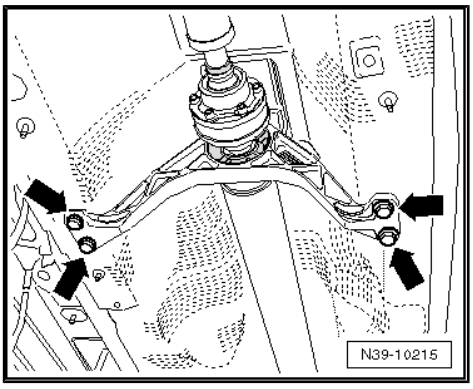
- Work on the propshaft should be carried out on a two-pillar lift platform.
- Before the removal, mark the position of all parts to each other. Carry out the installation again in the same position, otherwise the imbalance is too great, damages to the bearing and humming noises could occur.

- Do not bend the propshaft, only store extended and transport.
- When removing, do not let the propshaft »hang«, always support it.
- Always remove or mount the propshaft horizontally from the centering stud.

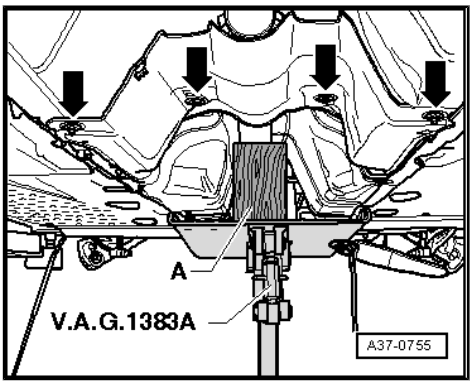
– Remove noise insulation ⇒ Body Work; Rep. gr. 50 .

– Remove the rear part of the exhaust gas system ⇒ Engine; Rep. gr. 26 .

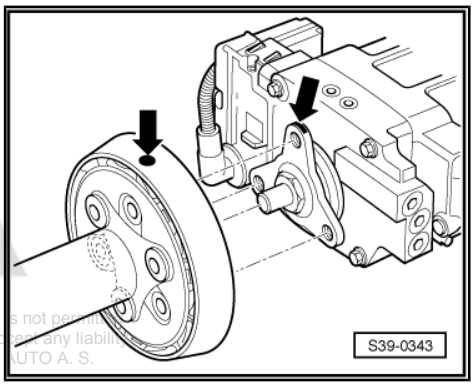
– Loosen screws -arrows- for center bearing about 3 turns.



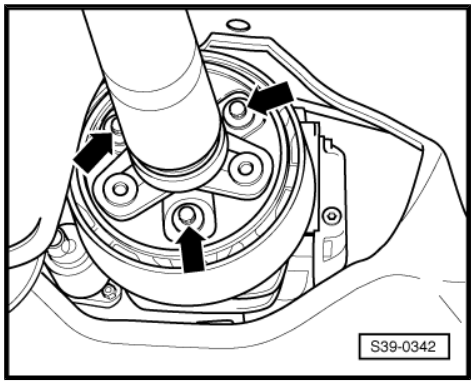
– Support propshaft with engine/gearbox jack e.g. -V.A.G 1383A- (as an aid, e.g. use a wooden wedge)



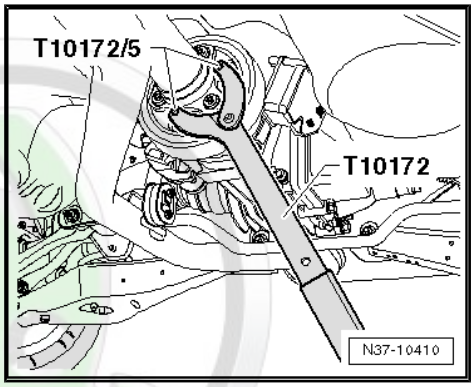
– Check if a marking (colour point) is present on the flexible disk/ oscillation damper and on the flange of the four-wheel drive clutch -arrows-. If not, mark the position of the flexible disk/ oscillation damper and the flange on the four-wheel drive clutch to each other -arrows-.



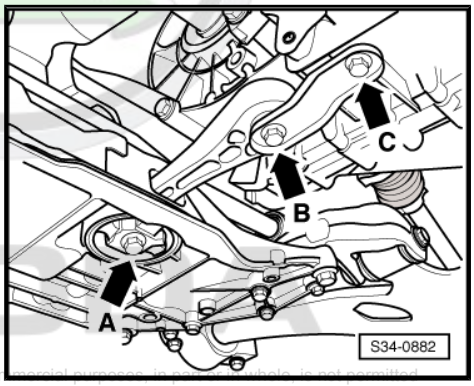
– Unscrew rear propshaft pipe with flexible disk and oscillation damper from rear final drive -arrows-.



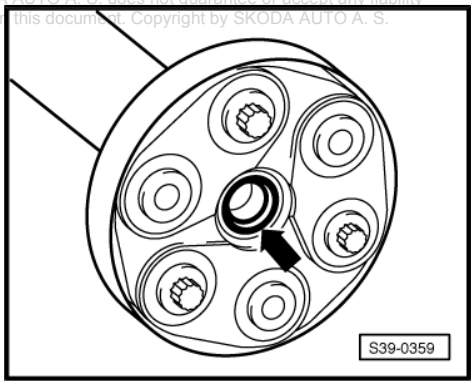
When loosening and tightening the screws, counterhold the propshaft on the rear final drive.



– Unscrew screws arrow -B- and arrow -C- of the pendulum support.

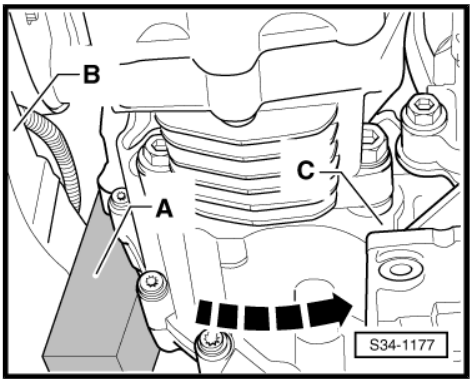


• After unscrewing the fixing screw of the pendulum support at the gearbox, the engine/gearbox unit is slided ahead somewhat. Make sure that the gasket in the cardan shaft flange is not damaged.



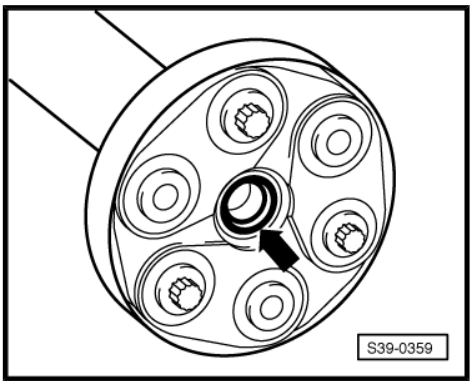
– With the aid of a 2nd mechanic, press the engine/gearbox unit forwards in -direction of arrow- and place a suitable wooden wedge -A- (around 50 mm thick) between the assembly carrier -B- and gearbox -C-.

– While doing so, remove the propshaft from the flange at the four-wheel drive clutch (centering stud) on the rear final drive.



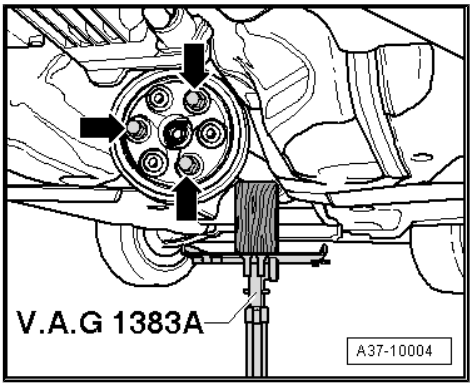
• Do not tilt propshaft when removing, pull off horizontally from centering stud of rear final drive. The gasket ring/centering bushing -arrow- must not be damaged, otherwise the propshaft has to be replaced.

• Do not bend the propshaft, only store extended and transport.



– Support propshaft.

– Unscrew the flexible disk with oscillation damper from the propshaft.



Installing

Installation is carried out in the reverse order. When installing, observe the following:

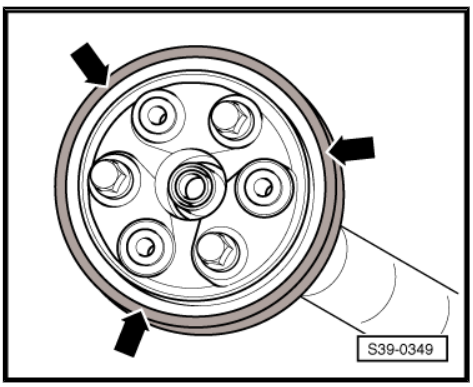
During re-installation, Install all parts marked relative to each other in the same position.

Fitting position of flexible disk with oscillation damper

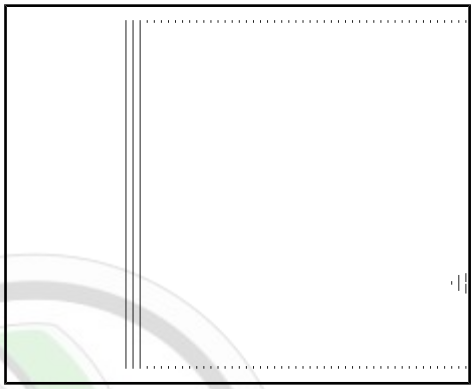
The land on the outside diameter -arrows- points away from the propshaft pipe.

Three protruding bushings at the four-wheel drive clutch flange and on the flange of the propshaft grip into the location holes of the flexible disk.

– Slide the propshaft horizontally onto the centering stud of the rear final drive.

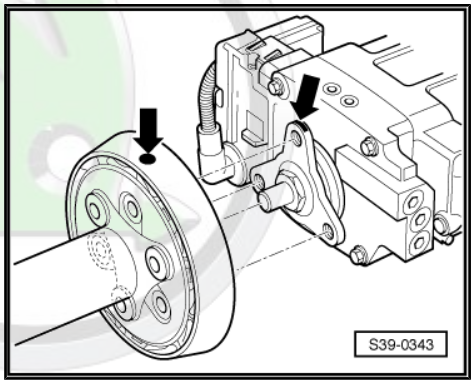


- The gasket ring -arrow- in the flange of the propshaft must not be damaged when removing and installing. If the sealing ring is damaged, the propshaft must be replaced.



– Install the propshaft on the flange of the four-wheel drive clutch in such a way that the markings -arrows- are on the same line.

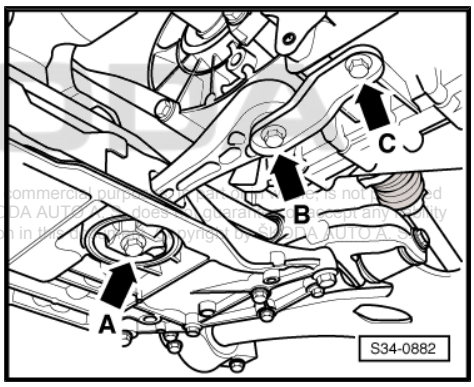
– Only screw down intermediate bearing after tightening the propshaft.



– Screw the pendulum support with new screws -arrow B- and -arrow C- onto the gearbox ⇒ Engine; Rep. gr. 10 .

– Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26 .

– Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



Note

- *If droning noises occur while driving, the following must be observed.*
- *Unscrew the propshaft with flexible disk with oscillation damper from the flange of the four-wheel drive clutch and screw on again offset by a hole.*
- *If the droning noises are still audible, the propshaft with flexible disk with oscillation damper must be removed from the flange of the four-wheel drive clutch again and offset by another hole.*

Tightening torques

⇒ “1.1.3 Summary of components - propshaft, Superb II”, page 20

1.6.4 Removing and installing the rear flexible disk, Yeti

Removing

Special tools and workshop equipment required

- Engine/gearbox jack , e.g. -V.A.G 1383/A-
- Counterholder - T10172-

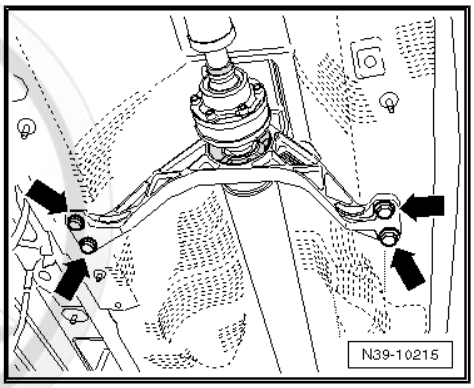
- Work on the propshaft should be carried out on a two-pillar lift platform.

- Before the removal, mark the position of all parts to each other. Carry out the installation again in the same position, otherwise the imbalance is too great, damages to the bearing and humming noises could occur.
- Do not bend the propshaft, only store extended and transport.
- When removing, do not let the propshaft »hang«, always support it.
- Always remove or mount the propshaft horizontally from the centering stud.

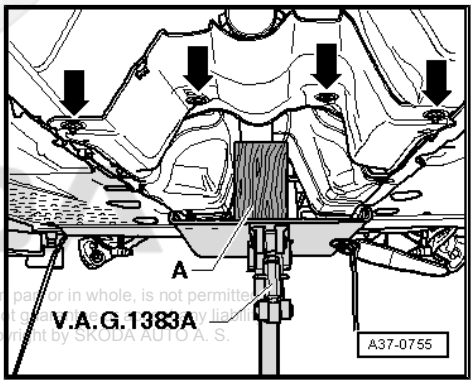
– Remove noise insulation ⇒ Body Work; Rep. gr. 50 .

– Remove the rear part of the exhaust gas system ⇒ Engine; Rep. gr. 26 .

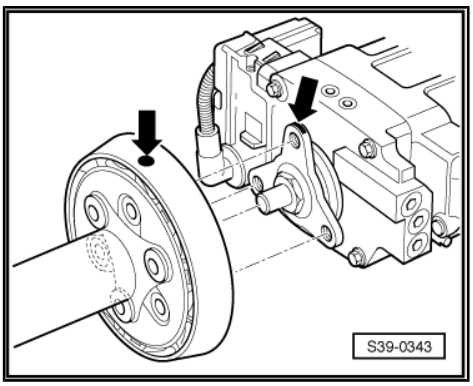
– Loosen screws -arrows- for center bearing about 3 turns.



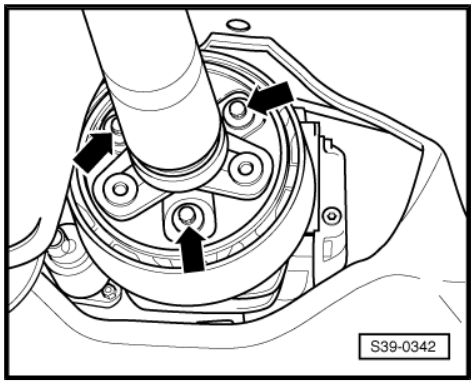
– Support propshaft with engine/gearbox jack e.g. -V.A.G 1383A- (as an aid, e.g. use a wooden wedge)



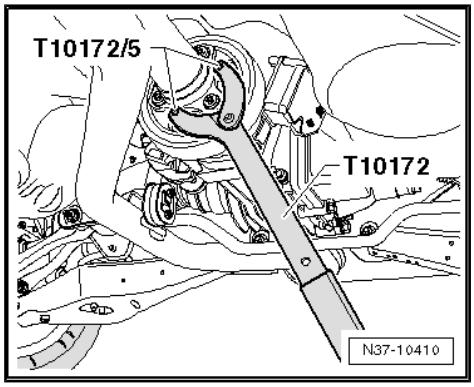
– Check if a marking (colour point) is present on the flexible disk/ oscillation damper and on the flange of the four-wheel drive clutch -arrows-. If not, mark the position of the flexible disk/ oscillation damper and the flange on the four-wheel drive clutch to each other -arrows-.



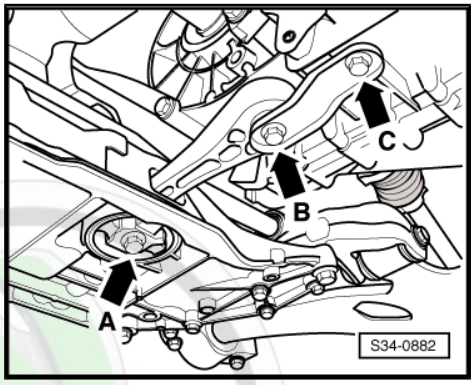
– Unscrew rear propshaft pipe with flexible disk and oscillation damper from rear final drive -arrows-.



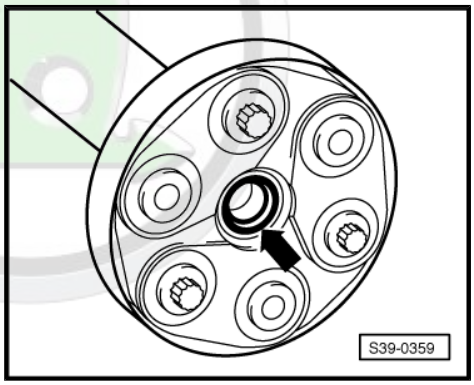
When loosening and tightening the screws, counterhold the propshaft on the rear final drive.



– Unscrew screws arrow -B- and arrow -C- of the pendulum support.

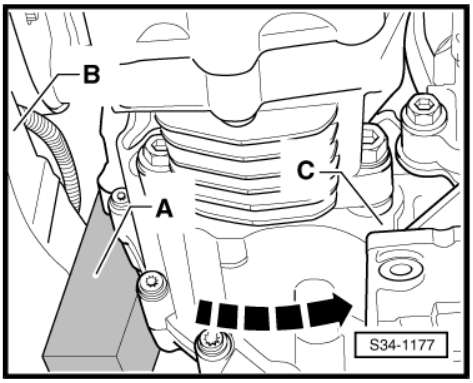


• After unscrewing the fixing screw of the pendulum support at the gearbox, the engine/gearbox unit is slided ahead somewhat. Make sure that the gasket in the cardan shaft flange is not damaged.



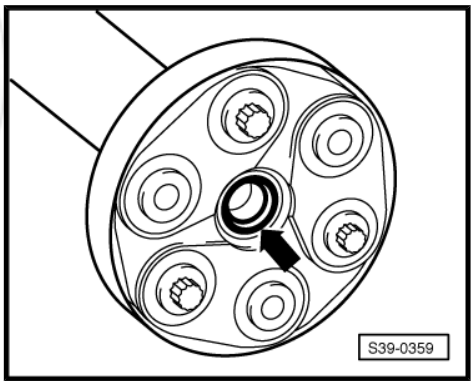
– With the aid of a 2nd mechanic, press the engine/gearbox unit forwards in -direction of arrow- and place a suitable wooden wedge -A- (around 50 mm thick) between the assembly carrier -B- and gearbox -C-.

– While doing so, remove the propshaft from the flange at the four-wheel drive clutch (centering stud) on the rear final drive.



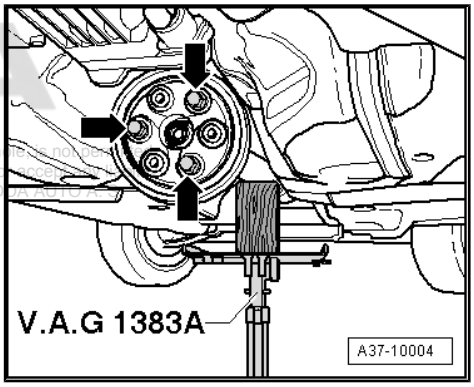
• Do not tilt propshaft when removing, pull off horizontally from centering stud of rear final drive. The gasket ring/centering bushing -arrow- must not be damaged, otherwise the propshaft has to be replaced.

• Do not bend the propshaft, only store extended and transport.



– Support propshaft.

– Unscrew the flexible disk with oscillation damper from the propshaft.



Installing

Installation is carried out in the reverse order. When installing, observe the following:

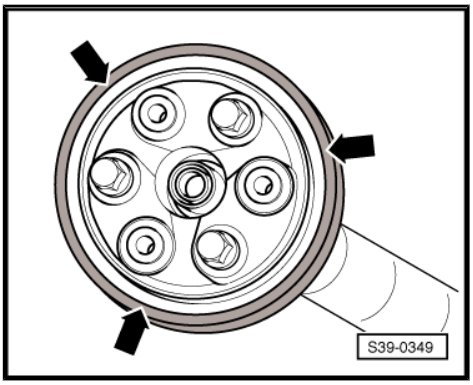
During re-installation, Install all parts marked relative to each other in the same position.

Fitting position of flexible disk with oscillation damper

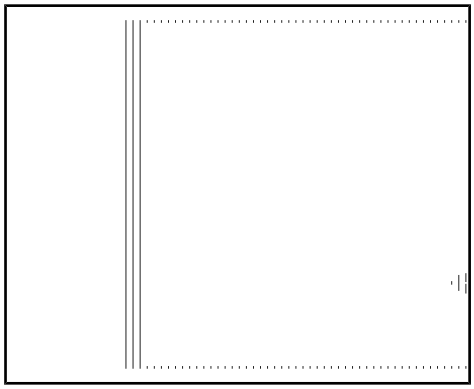
The land on the outside diameter -arrows- points away from the propshaft pipe.

Three protruding bushings at the four-wheel drive clutch flange and on the flange of the propshaft grip into the location holes of the flexible disk.

– Slide the propshaft horizontally onto the centering stud of the rear final drive.

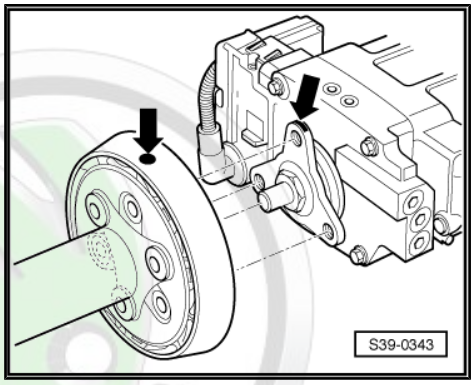


- The gasket ring -arrow- in the flange of the propshaft must not be damaged when removing and installing. If the sealing ring is damaged, the propshaft must be replaced.



– Install the propshaft on the flange of the four-wheel drive clutch in such a way that the markings -arrows- are on the same line.

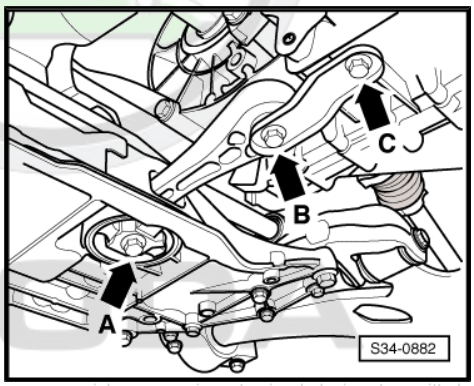
– Only screw down intermediate bearing after tightening the propshaft.



– Screw the pendulum support with new screws -arrow B- and -arrow C- onto the gearbox ⇒ Engine; Rep. gr. 10 .

– Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26 .

– Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



Note

- *If droning noises occur while driving, the following must be observed.*
- *Unscrew the propshaft with flexible disk with oscillation damper from the flange of the four-wheel drive clutch and screw on again offset by a hole.*
- *If the droning noises are still audible, the propshaft with flexible disk with oscillation damper must be removed from the flange of the four-wheel drive clutch again and offset by another hole.*

Tightening torques

⇒ “1.1.4 Summary of components - propshaft, Yeti”, page 21

2 Final drive

⇒ “2.1 Summary of components - final drive”, page 63

⇒ “2.2 Removing and installing the rear final drive”, page 65

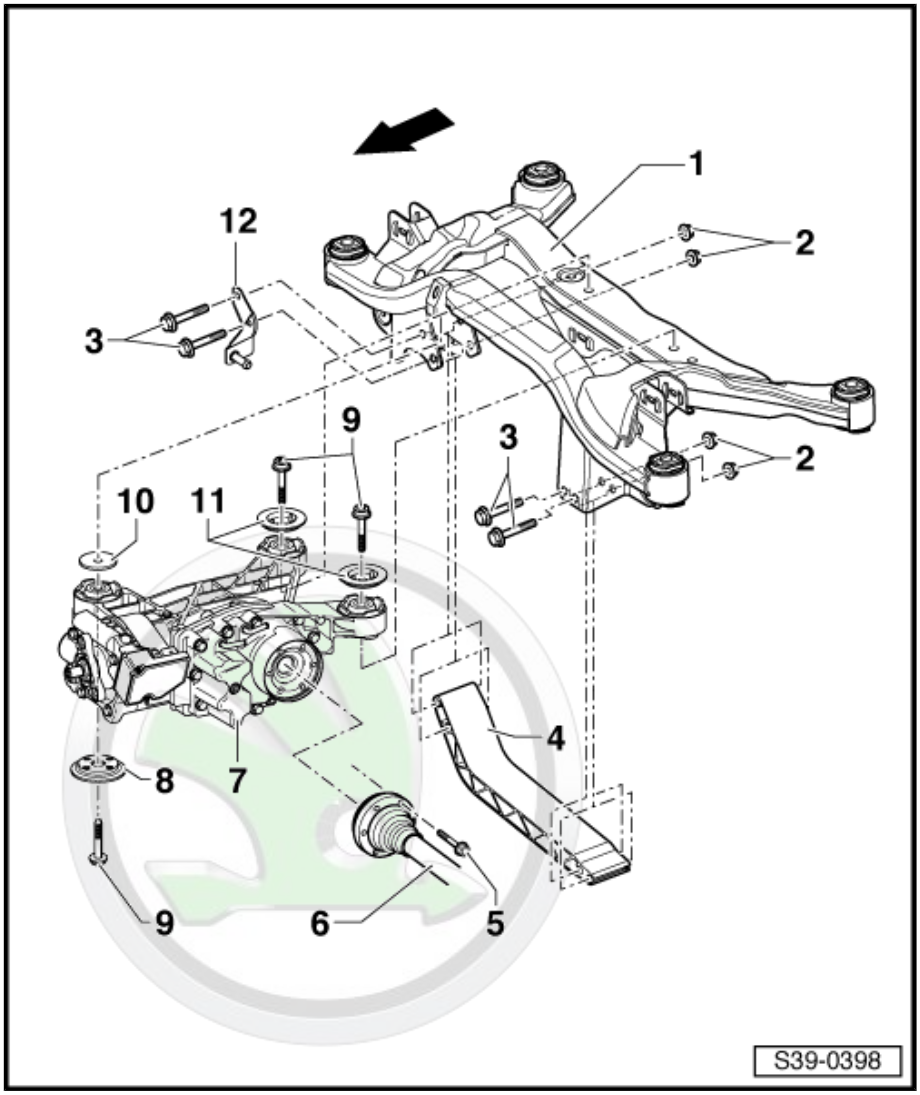
2.1 Summary of components - final drive

⇒ “2.1.1 Summary of components - final drive 02D/0AV, Octavia II”, page 63

⇒ “2.1.2 Summary of components - final drive 0BR, Octavia II, Superb II, Yeti”, page 64

2.1.1 Summary of components - final drive 02D/0AV, Octavia II

The -arrow- shows the direction of travel.



1 - Assembly carrier

2 - Nut

- ❑ 4 pieces
- ❑ Tightening torque ⇒ Chassis; Rep. gr. 42
- ❑ Assignment ⇒ Electronic Catalogue of Original Parts

3 - Screw

- ❑ 4 pieces
- ❑ for cross member Pos. 4 at assembly carrier Pos. 1
- ❑ Assignment ⇒ Electronic Catalogue of Original Parts

4 - Cross member

- ❑ is not applicable for the steel assembly carrier
- ❑ Assignment ⇒ Electronic Catalogue of Original Parts

5 - Screw

- ❑ Tightening torque ⇒ Chassis; Rep. gr. 42
- ❑ for drive shaft to rear final drive

6 - Drive shaft

- ❑ removing and installing ⇒ Chassis; Rep. gr. 42

7 - Rear final drive

- ❑ Removing and installing ⇒ “2.2 Removing and installing the rear final drive”, page 65
- ❑ Replace the rubber-metal bearing ⇒ “3.2 Removing and installing rubber-metal bearing”, page 79

8 - Stop washer

- ❑ fit to the rubber-metal bearing ⇒ “3.2 Removing and installing rubber-metal bearing”, page 79

9 - Screw

- ❑ 3 pieces

- ❑ Tightening torque ⇒ Chassis; Rep. gr. 42
- ❑ Assignment ⇒ Electronic Catalogue of Original Parts

10 - Thrust plate

- ❑ installed between final drive and assembly carrier

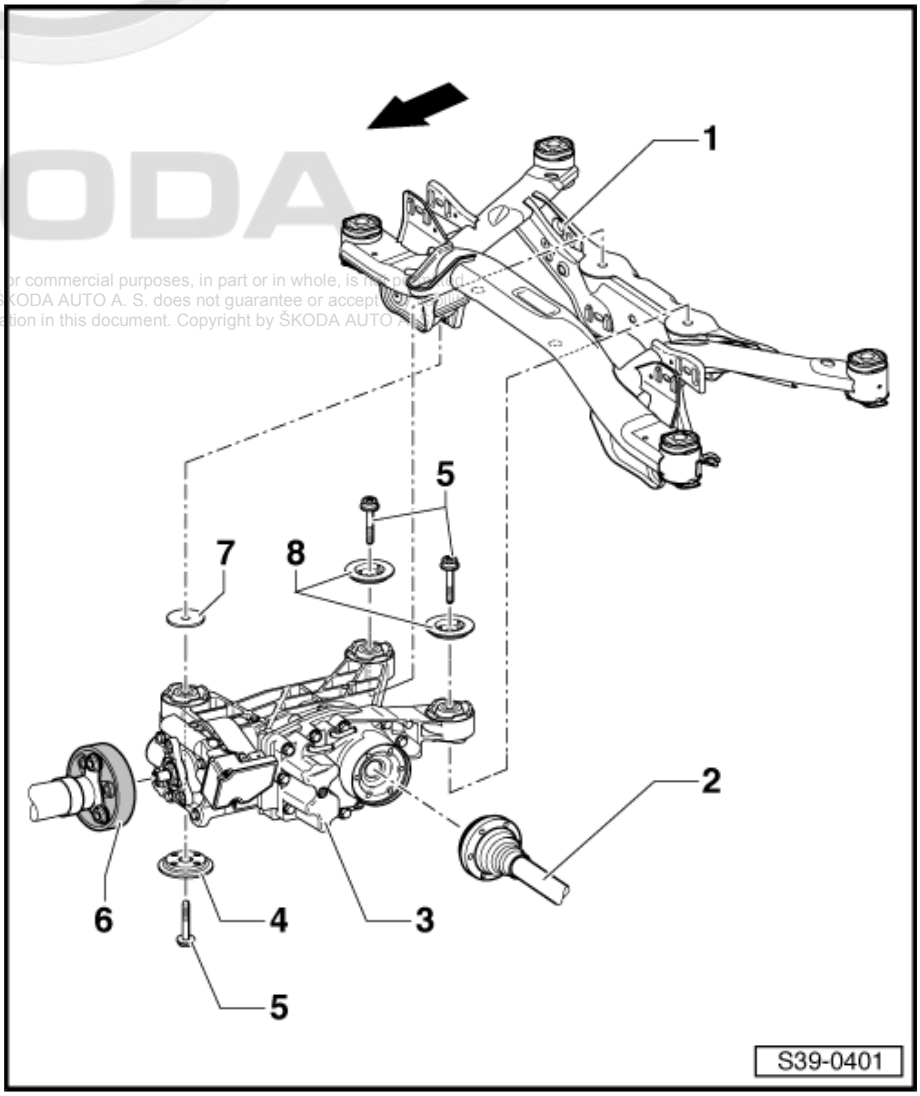
11 - Stop washer

- ❑ fit to the rubber-metal bearing ⇒ “3.2 Removing and installing rubber-metal bearing”, page 79

12 - Mounting bracket

2.1.2 Summary of components - final drive 0BR, Octavia II, Superb II, Yeti

The -arrow- shows the direction of travel.



1 - Rear assembly carrier

2 - Drive shaft

- ❑ removing and installing ⇒ Chassis; Rep. gr. 42

3 - Rear final drive

- ❑ Removing and installing ⇒ “2.2 Removing and installing the rear final drive”, page 65
- ❑ Replace the rubber-metal bearing ⇒ “3.2 Removing and installing rubber-metal bearing”, page 79

4 - Stop washer

- ❑ install on rubber-metal bearing ⇒ “3.2 Removing and installing rubber-metal bearing”, page 79

5 - Screw

- ❑ 3 pieces
- ❑ Tightening torque ⇒ Chassis; Rep. gr. 42
- ❑ Assignment ⇒ Electronic Catalogue of Original Parts

6 - Propshaft

- ❑ Removing and installing ⇒ “1.3 Removing and installing propshaft”, page 26

7 - Thrust plate

- ❑ installed between final drive and assembly carrier
- ❑ on certain vehicles 2 washers can also be present
- ❑ install the same number of washers as removed

8 - Stop washer

- ❑ install on rubber-metal bearing ⇒ “3.2 Removing and installing rubber-metal bearing”, page 79

2.2 Removing and installing the rear final drive

⇒ "2.2.1 Removing and installing final drive 02D/0AV, Octavia II", page 65

⇒ "2.2.2 Removing and installing final drive 0BR, Octavia II, Superb II, Yeti", page 70

2.2.1 Removing and installing final drive 02D/0AV, Octavia II

Special tools and workshop equipment required

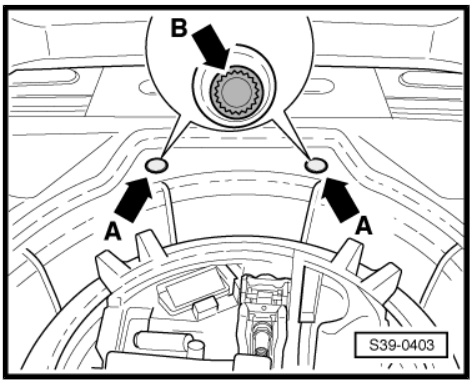
- Engine/gearbox jack , e.g. -V.A.G 1383A-
- Counterholder - T10172-
- Adapter - T10172/5-

Removing

– Remove luggage compartment floor covering.

– Remove the two rubber plugs -arrows A- in the luggage compartment floor.

– Release both screws -arrow B- for the rear final drive to the assembly carrier from the top through the holes in the luggage compartment floor. Thus, the socket insert - T10061- can be used.



– Raise vehicle.

– Remove the rear silencer ⇒ Engine; Rep. gr. 26 .

– Tie up pre-exhaust pipe.

– Remove mounting bracket of exhaust system from assembly carrier ⇒ Engine; Rep. gr. 26 .

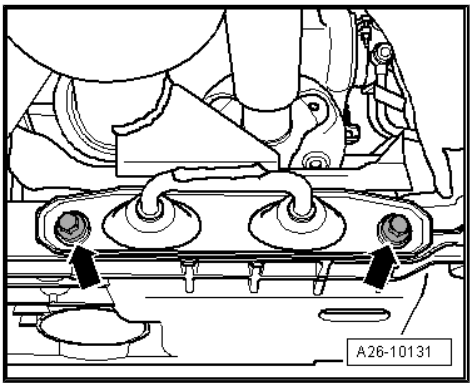
NOTICE

Risk of damage to the decoupling element of the exhaust system.

The decoupling element must not be bent or kinked by more than 10°.

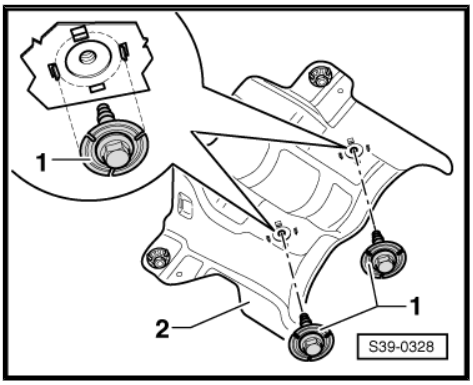
– Do not load the decoupling element with tensile stress.

– Do not bend the decoupling element excessively.

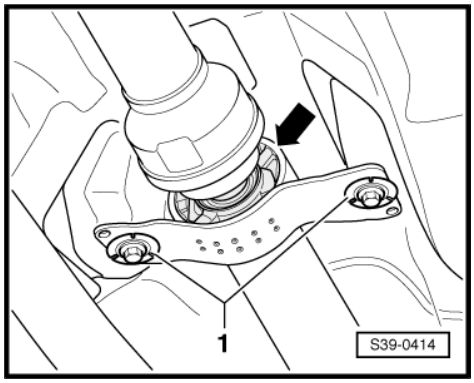


– Remove the heat shield below the propshaft.

– Remove the heat shield -2- below the propshaft, to do so release the screws -1-.

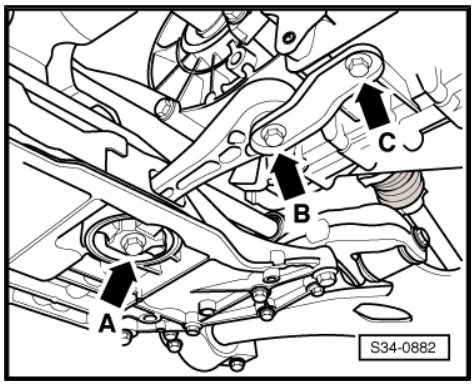


– After removing the heat shield screw on again the intermediate bearing of the propshaft -arrow- with the screws -1- by hand until the intermediate bearing can be moved.

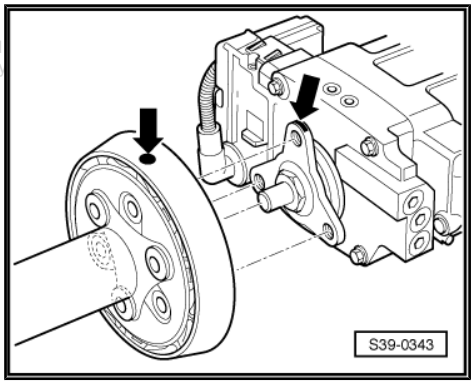


– Remove pendulum support from gearbox. to do so release the bolts -arrow B- and -arrow C-.

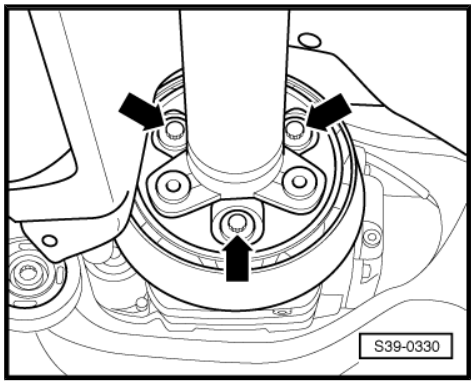
• Do not release screw -arrow A-.



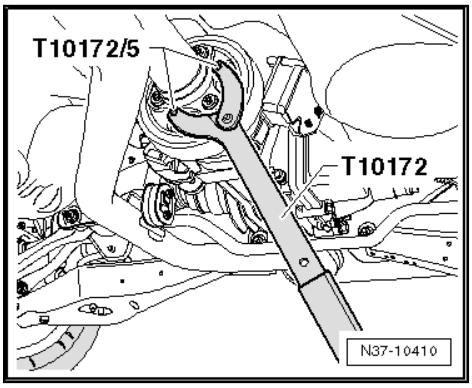
– Check if a marking (colour point) is present on the flexible disk and on the flange of the four-wheel drive clutch -arrows-. If not, mark the position of the flexible disk and the flange on the four-wheel drive clutch to each other -arrows-.



– Unscrew propshaft with flexible disk and oscillation damper from rear final drive -arrows-.

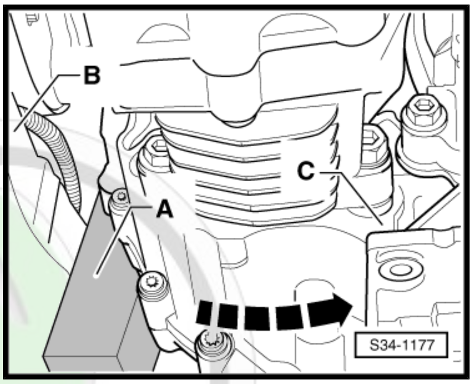


When loosening and tightening, counterhold the propshaft on the rear final drive.



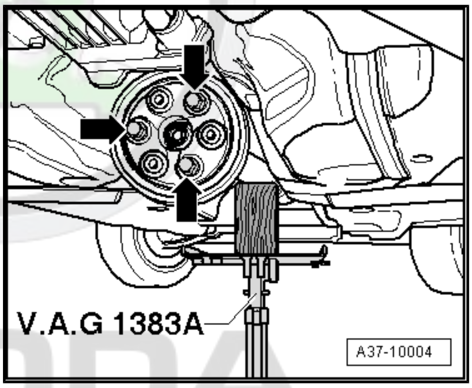
– With the aid of a 2nd mechanic, press the engine/gearbox unit forwards in -direction of arrow- and place a suitable wooden wedge -A- (around 50 mm thick) between the assembly carrier -B- and gearbox -C-.

– While doing so, remove the propshaft from the flange at the four-wheel drive clutch (centering stud) on the rear final drive.



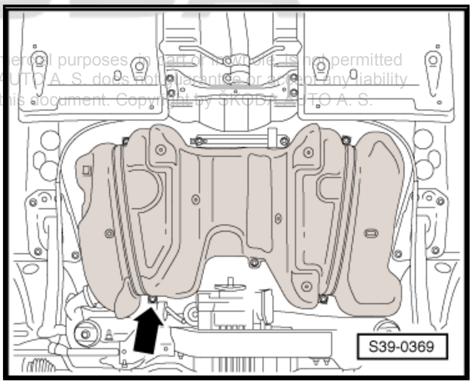
– Support propshaft with engine/gearbox jack , e.g. -V.A.G 1383A- .

Vehicles with aluminium assembly carrier

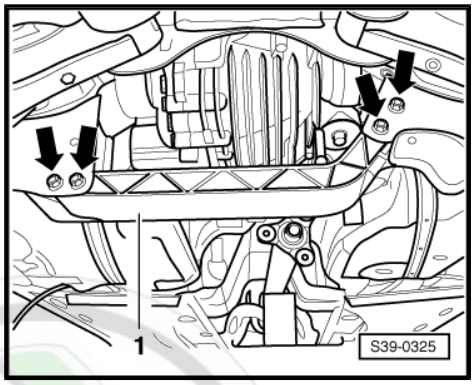


• In order to remove all the screws (4 pieces) of the cross member, the screw -arrow - for the holder of the retaining strap for the heat shield of the fuel tank must be removed on the right side of the vehicle. Carefully swivel down this heat shield when removing the upper screw of the right cross member.

• The cross member is not fitted on vehicles with steel assembly carrier.



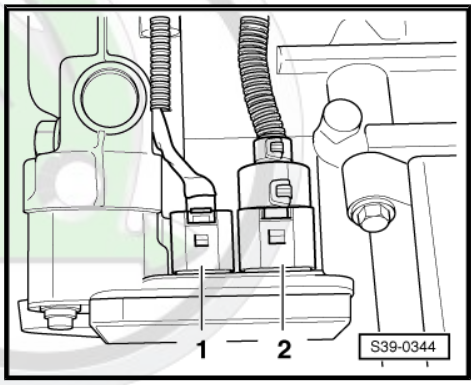
– Remove cross member -1-.



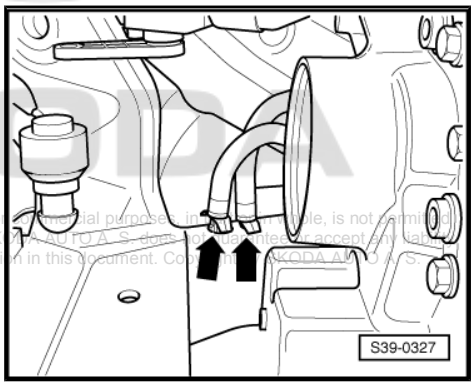
Continued for all vehicles

– Remove anti-roll bar ⇒ Chassis; Rep. gr. 42 .

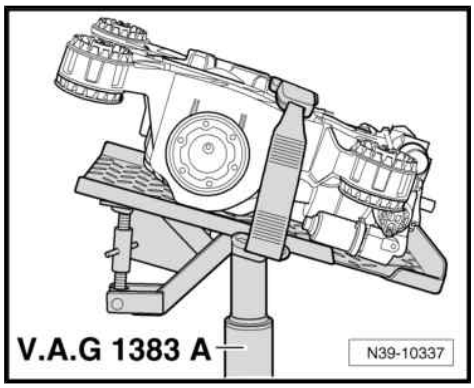
– Disconnect plug connection -2- at top of the control unit.



– Unscrew both bleeder hoses for final drive -arrows- at the assembly carrier.

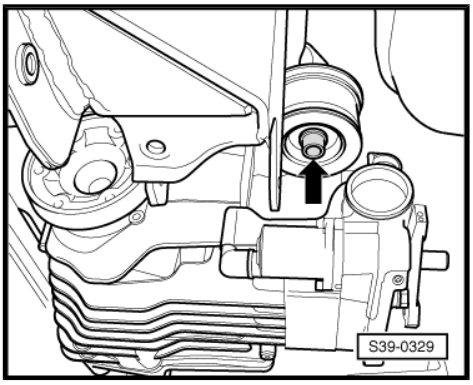


– Position the engine and gearbox jack e.g. -V.A.G 1383A- below the rear final drive and secure the final drive.



– Unscrew fixing screw -arrow- from front bracket-final drive.

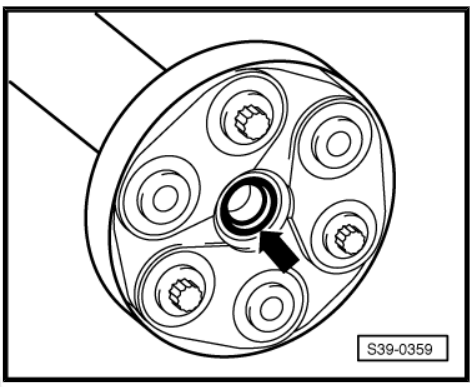
– Slightly lower final drive and carefully pull out the engine and gearbox jack e.g. -V.A.G 1383A- from the rear assembly carrier.



Installing

- Installation is carried out in the reverse order. When installing, observe the following:
- When re-installing, fit all parts of the propshaft marked relatively to each other in the same position.
- The gasket ring -arrow- in the flange of the propshaft must not be damaged when removing and installing. If the sealing ring is damaged, the propshaft must be replaced.

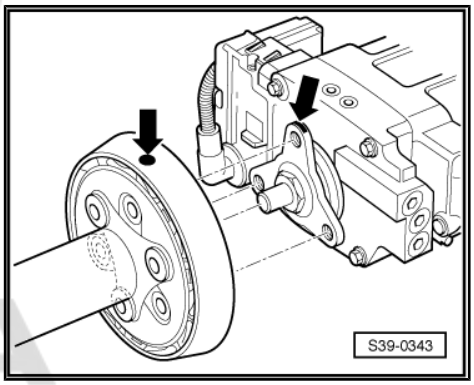
– Push propshaft horizontally onto the respective centering studs.



Fitting position

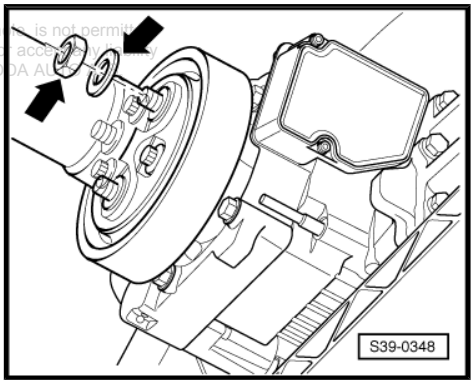
Three protruding bushings on the four-wheel drive clutch flange or the four-wheel drive clutch and the propshaft flange grip into the location holes of the rear flexible disks with oscillation damper.

– Install the propshaft on the flange of the four-wheel drive clutch in such a way that the markings -arrows- are on the same line.



Note

- *When replacing the rear final drive, the axle oil ⇒ "5.2 Check the oil level in the final drive.", page 90 and the oil for the four-wheel drive clutch ⇒ "6.5 Drain off and fill oil for four-wheel drive clutch", page 107 must be checked and topped up if necessary.*
- *If droning noises occur while driving, the following must be observed.*
- *Remove balancing nut and balancing washer -arrows-.*
- *Then unscrew if necessary the propshaft with the flexible disk from the flange of the four-wheel drive clutch and screw on again offset by one hole.*
- *If the droning noises can still be heard, the propshaft must be screwed on once again offset to a hole.*



Tightening torques

Component	Nm
Retaining strap for the heat shield of the fuel tank[1]	25
Propshaft to rear final drive	⇒ “1.1 Summary of components - propeller shaft”, page 16
Rear final drive to assembly carrier[1]	⇒ Chassis; Rep. gr. 42
Exhaust System	⇒ Engine; Rep. gr. 26
Pendulum support to gearbox	⇒ Engine; Rep. gr. 10

[1] Replace screws after removal ⇒ Electronic Catalogue of Original Parts .

2.2.2 Removing and installing final drive 0BR, Octavia II, Superb II, Yeti

Special tools and workshop equipment required

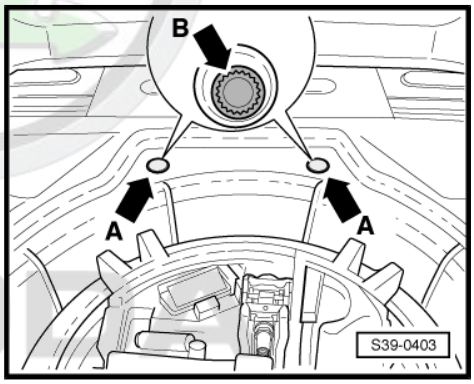
- Engine/gearbox jack , e.g. -V.A.G 1383A-
- Socket - T10061-
- Counterholder - T10172-
- Adapter - T10172/5-

In Yeti vehicles with rear final drive 0BR, generation IV four-wheel drive clutch was installed up to production date 10/2013. From production date 11/2013, the generation V four-wheel drive clutch is installed. Assignment ⇒ Electronic Catalogue of Original Parts

Removing

– Remove luggage compartment floor covering.

– Remove the two rubber plugs -arrows A- in the luggage compartment floor.



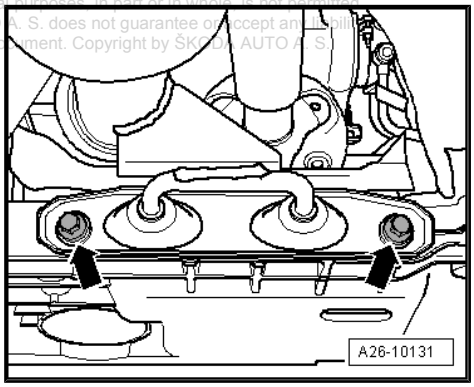
– Release both screws -arrow B- for the rear final drive to the assembly carrier from the top through the holes in the luggage compartment floor. Thus, the socket insert - T10061- can be used.

– Raise vehicle.

– Remove the rear silencer ⇒ Engine; Rep. gr. 26 .

– Remove mounting bracket of exhaust system from assembly carrier ⇒ Engine; Rep. gr. 26 .

– Tie up pre-exhaust pipe.



NOTICE

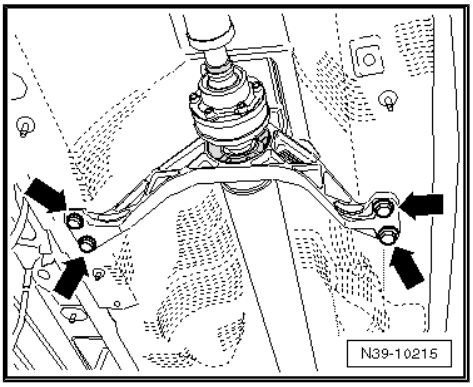
Risk of damage to the decoupling element of the exhaust system.

The decoupling element must not be bent or kinked by more than 10°.

- **Do not load the decoupling element with tensile stress.**
- **Do not bend the decoupling element excessively.**

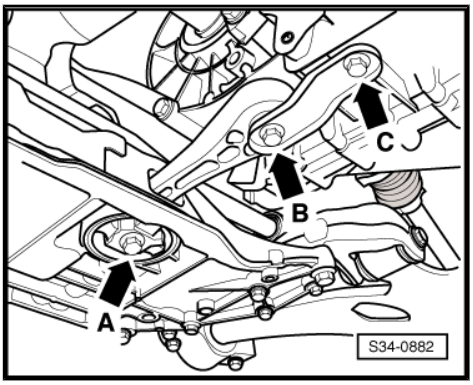
– Remove the heat shield below the propshaft.

– Slacken the intermediate bearing of the propshaft from the body by approx. 4 turns -arrows-.

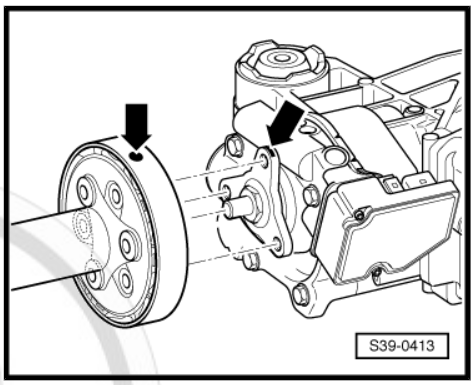


– Remove pendulum support from gearbox. to do so release the bolts -arrow B- and -arrow C-.

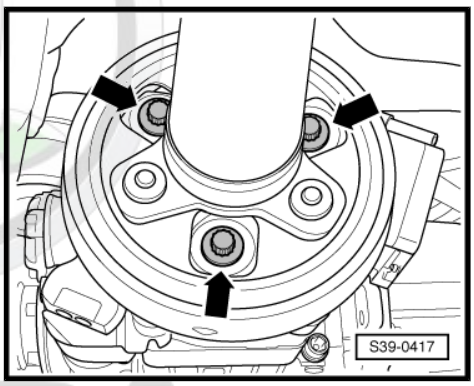
• Do not release screw -arrow A-.



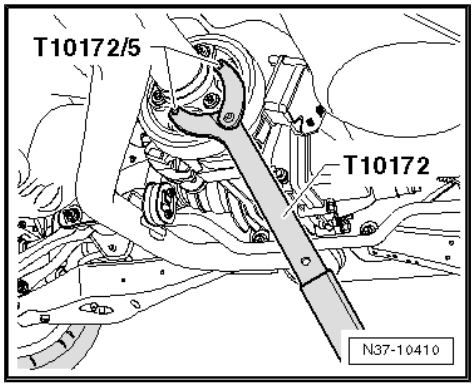
– Check if a marking (colour point) is present on the flexible disk/ oscillation damper and on the flange of the four-wheel drive clutch -arrows-. If not, mark the position of the flexible disk and the flange on the four-wheel drive clutch to each other -arrows-.



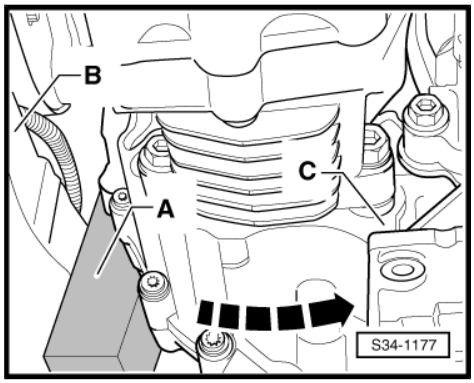
– Unscrew propshaft with flexible disk and oscillation damper from rear final drive -arrows-.



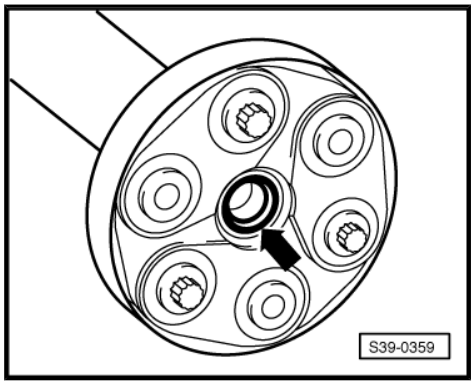
When loosening and tightening, counterhold the propshaft on the rear final drive.



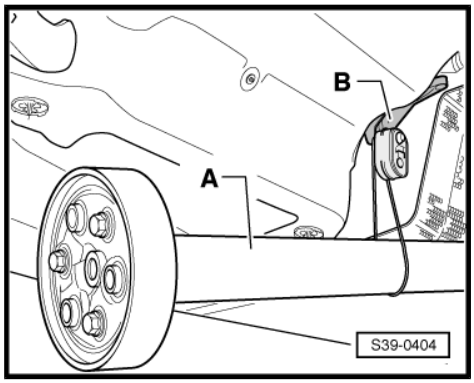
– With the aid of a 2nd mechanic, press the engine/gearbox unit forwards in -direction of arrow- and place a suitable wooden wedge -A- (around 50 mm thick) between the assembly carrier -B- and gearbox -C-.
– While doing so, remove the propshaft from the flange at the four-wheel drive clutch (centering stud) on the rear final drive.



• Do not tilt propshaft when removing, pull off horizontally from centering stud of rear final drive. The gasket ring/centering bushing -arrow- must not be damaged, otherwise the propshaft has to be replaced.

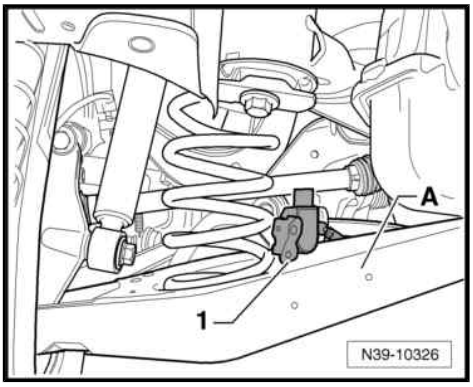


– Tie up the rear part of the propshaft -A- for the suspension -B- of the exhaust gas system.



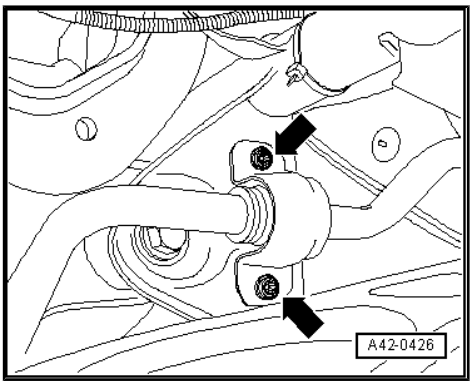
So that the rear left vehicle level sensor - G76- -1- is not damaged.

– Disconnect the plug, unscrew the sender and place down on the bottom suspension arm -A-.
– Unscrew both drive shafts at rear final drive.
– Remove anti-roll bar ⇒ Chassis; Rep. gr. 42 .



Note

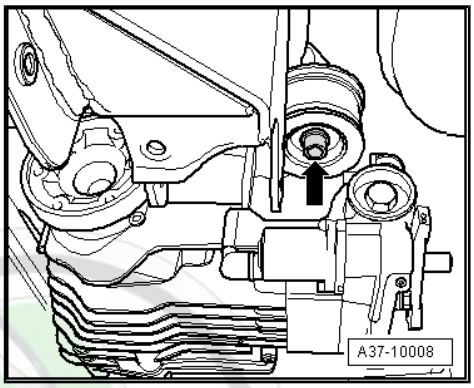
In order to unscrew and screw in the upper fixing screw -top arrow- for the anti-roll bar clamp, remove the relevant drive shaft from the flange shaft of the final drive and press upwards.



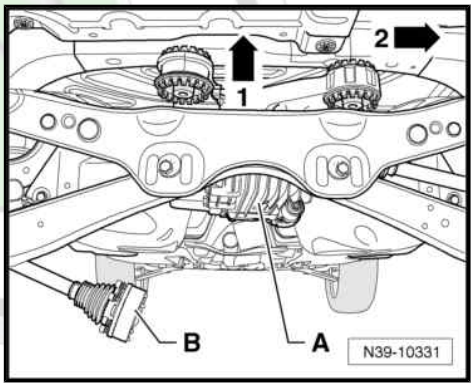
– Do not slacken the screw -arrow- at the front bracket more than 5 turns.

Note

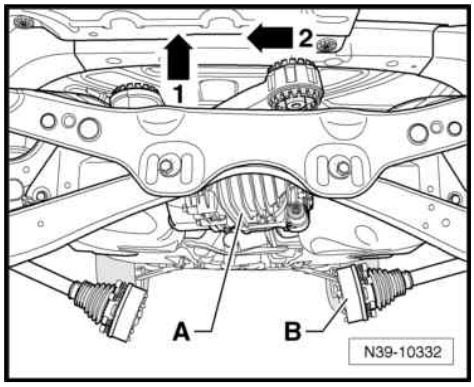
The final drive is now loose.



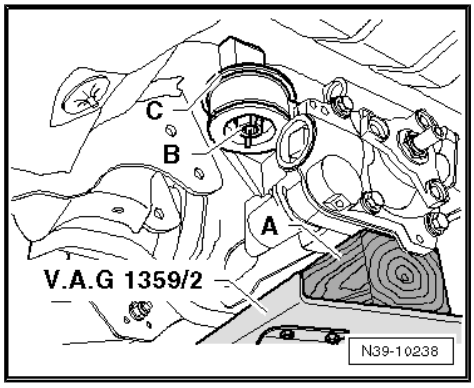
– Raise the rear final drive -A- -arrow 1- and slide it as far to the right as possible -arrow 2-.
– Remove the left drive shaft -B- from the flange and carefully guide downwards.



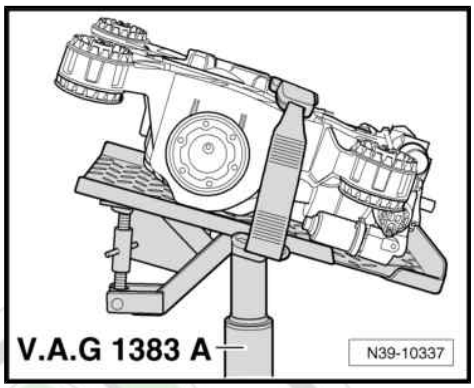
– Raise the rear final drive -A- -arrow 1- and slide it as far to the left as possible -arrow 2-.
– Remove the right drive shaft -B- from the flange and carefully guide downwards.
– Move the final drive back into its installed position.



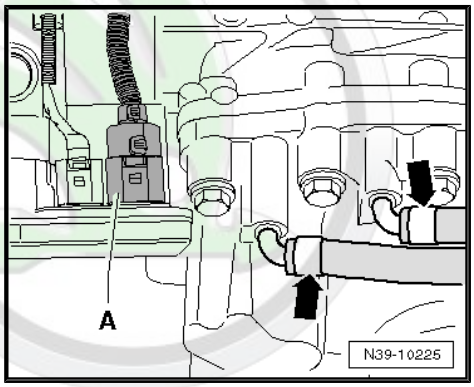
– Place a suitable wooden wedge -A- onto the universal support.
– Support the final drive with the engine and gearbox jack - V.A.G 1383 A- , secure it with the belt on the universal support against falling down.
– Release screw -B- at the front bracket.
– Remove the washer -C- from the top of the bracket.



– Swivel the final drive on the vehicle (see fig.) and at the same time slightly lower.



– Disconnect the plug connection -A- on the four-wheel drive control unit - J492- .
– Remove vent pipe -arrows- from the final drive.
– To remove, lower the final drive further and pull it towards the front, ensuring adequate clearance to other components.

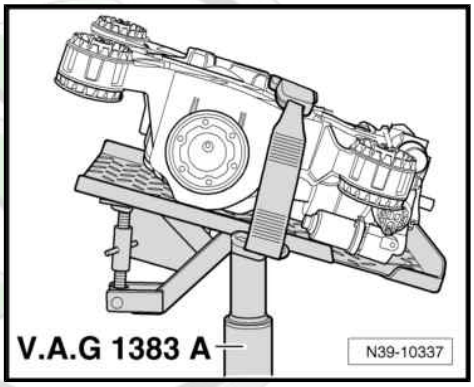


Installing

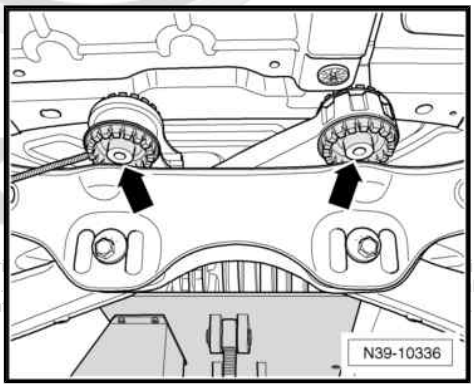
Installation is carried out in the reverse order. When installing, observe the following:

– Secure the final drive with the belt of the universal holder against falling down.

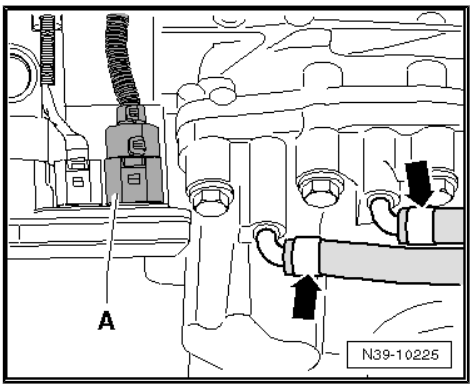
– Bring the final drive into the indicated position.



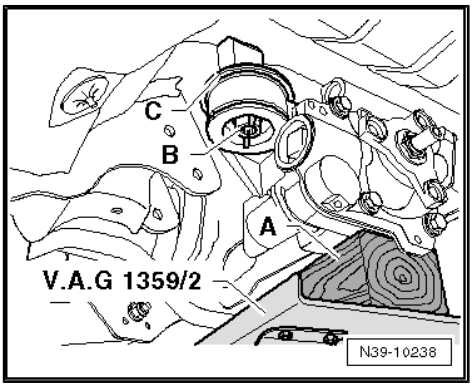
– Raise the final drive and guide the rear bracket -arrows- above the assembly carrier, during this procedure ensure that there is adequate free access to the adjoining components.



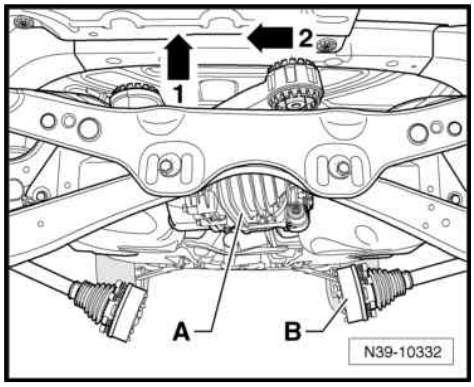
– Mount the plug connection -A- on the four-wheel drive control unit - J492- .
– Push the ventilation lines -arrows- onto the ventilation pipes of the final drive.
– Move the final drive into its installed position using the engine and gearbox jack - V.A.G 1383 A- .



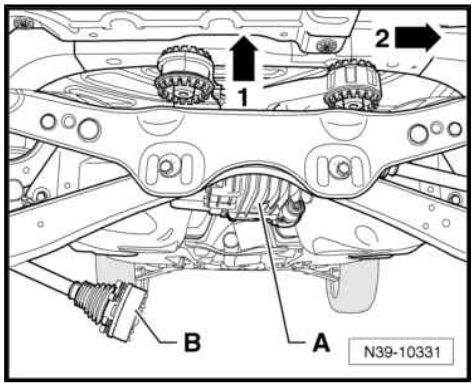
– Place the washer -C- on the front bracket.
– Tighten screw -B- by hand.
• The rear part of the final drive must be free in order to install the drive shafts.
– Remove the engine and gearbox jack - V.A.G 1383 A- from underneath the vehicle.



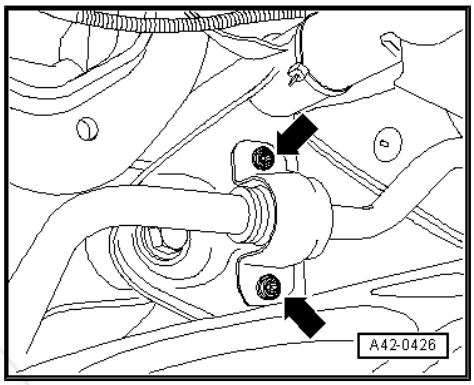
– Raise the rear final drive -A- -arrow 1- and slide it as far to the left as possible -arrow 2-.
– Carefully guide the right drive shaft -B- upwards into the flange.



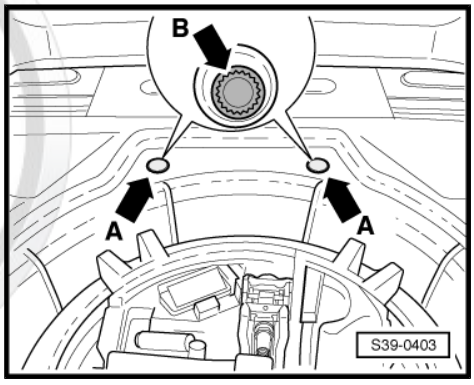
– Raise the rear final drive -A- -arrow 1- and slide it as far to the right as possible -arrow 2-.
– Carefully guide the left drive shaft -B- upwards into the flange.
– Install the anti-roll bar ⇒ Chassis; Rep. gr. 42 .



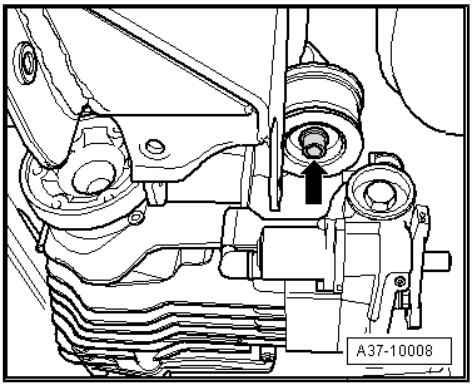
• In order to unscrew and screw in the upper fixing screw -top arrow- for the anti-roll bar clamp, grip the relevant drive shaft in the flange shaft of the final drive and press upwards.



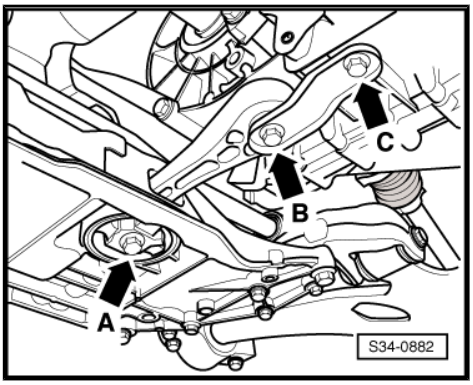
– Insert two new screws -B- through the holes in the luggage compartment floor and tighten.
– Clip the two rubber plugs -arrows A- into the luggage compartment floor.



– Tighten the lower screw -arrow-.
– Install propshaft on final drive and tighten.
– Tighten the drive shafts.



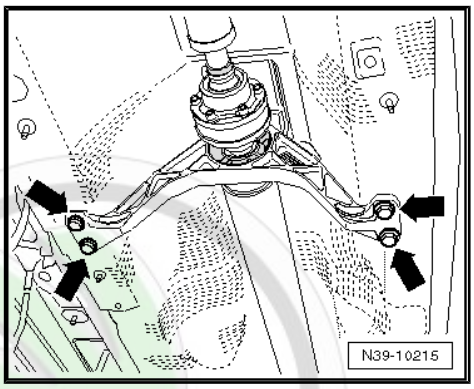
– Install new screws -B- and -C- on the pendulum support and tighten.



– Align intermediate bearing free of stress and tighten.
– Install the heat shield below the propshaft.
– Install rear left vehicle level sensor - G76- ⇒ Chassis; Rep. gr. 42 .

Carry out a basic setting of the headlights ⇒ Vehicle diagnostic tester.

– Install exhaust system ⇒ Engine; Rep. gr. 26



If the final drive was replaced:

– Check the oil level in the four-wheel drive clutch, top up with oil if necessary
⇒ “6.4 Checking oil level in the four-wheel drive clutch”, page 106 .
– Check the oil level in the rear final drive, top up with oil if necessary ⇒ “5 Axle oil in final drive”, page 90 .

Tightening torques

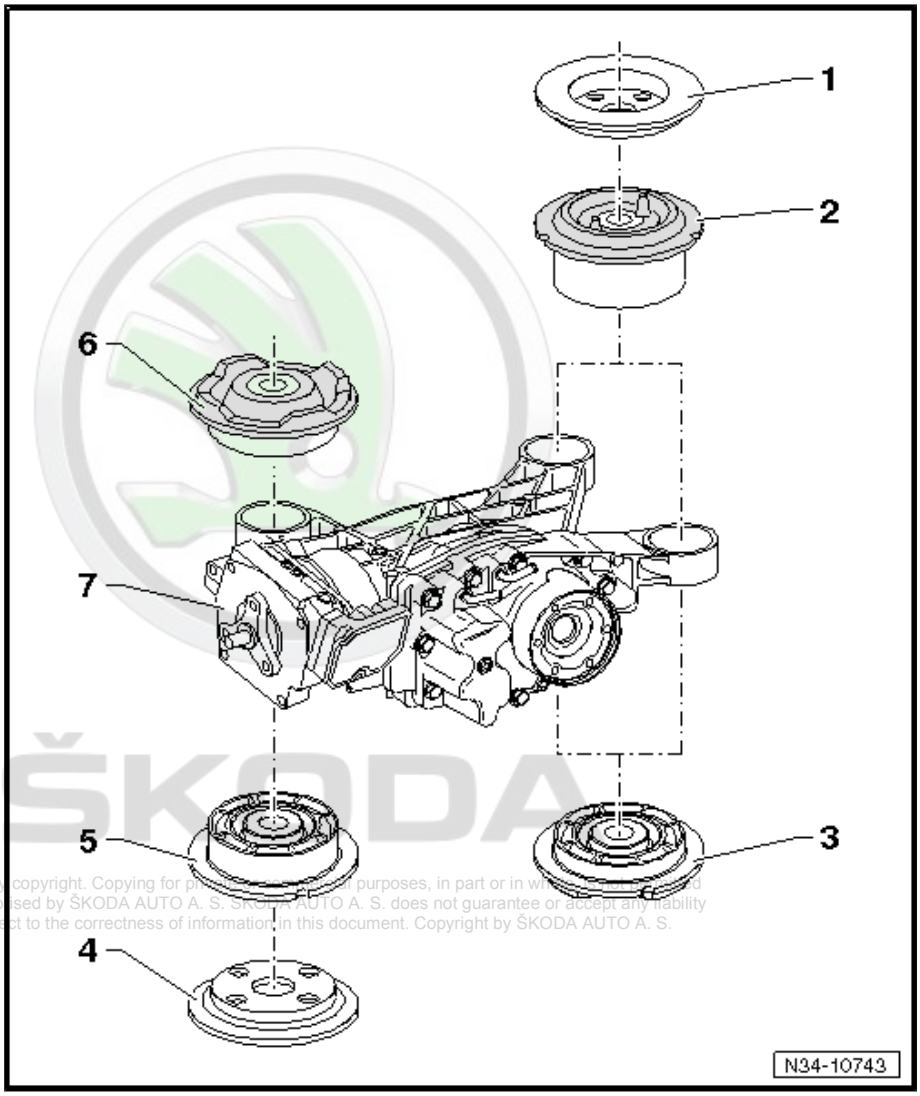
- Propshaft to final drive
⇒ “1.1 Summary of components - propeller shaft”, page 16
- Intermediate bearing
⇒ “1.1 Summary of components - propeller shaft”, page 16
- Pendulum support to gearbox ⇒ Engine; Rep. gr. 10
- Exhaust System ⇒ Engine; Rep. gr. 26
- Final drive to assembly carrier ⇒ Suspension; Rep. gr. 42
- Anti-roll bar⇒ Chassis; Rep. gr. 42 .

3 Assembly carrier

⇒ “3.1 Summary of components - assembly carrier”, page 78

⇒ “3.2 Removing and installing rubber-metal bearing”, page 79

3.1 Summary of components - assembly carrier



1 - Stop washer

- ❑ remove before removing the rubber-metal bearing Pos. 2
- ❑ Fit onto the rubber-metal bearing Pos. 2 ⇒ page 80

2 - Top rear rubber-metal bearing

- ❑ removing ⇒ page 79
- ❑ Difference between the rubber-metal bearings rear top and front bottom ⇒ page 79
- ❑ Fitting position ⇒ page 80
- ❑ inserting ⇒ page 80

3 - Top rear rubber-metal bearing

- ❑ removing ⇒ page 79
- ❑ inserting ⇒ page 80

4 - Stop washer

- ❑ remove before removing the rubber-metal bearing Pos. 5
- ❑ Fit onto the rubber-metal bearing Pos. 5 ⇒ page 80

5 - Front lower rubber-metal bearing

- ❑ removing ⇒ page 81
- ❑ Difference between the rubber-metal bearings rear top and front bottom ⇒ page 79
- ❑ Fitting position ⇒ page 80
- ❑ inserting ⇒ page 82

6 - Top front rubber-metal bearing

- ❑ removing ⇒ page 81
- ❑ inserting ⇒ page 82

7 - Rear final drive

- ❑ Removing and installing ⇒ “2.2 Removing and installing the rear final drive”, page 65

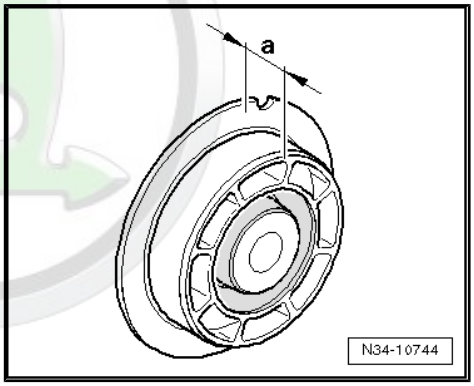
3.2 Removing and installing rubber-metal bearing

⇒ “3.2.1 Difference between the rubber-metal bearings”, page 79

⇒ “3.2.2 Replace rear rubber-metal bearing at the rear final drive”, page 79

⇒ “3.2.3 Replace front rubber-metal bearing at the rear final drive”, page 81

3.2.1 Difference between the rubber-metal bearings

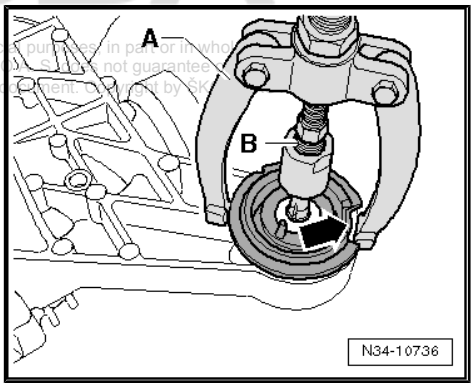


Distinguishing features between top rear and bottom front rubber-metal bearing

The top rear and bottom front rubber-metal bearings differ in height.

Dimension “a” (mm)	Rubber-metal bearing
22	rear top
17	front bottom

3.2.2 Replace rear rubber-metal bearing at the rear final drive



Special tools and workshop equipment required

- Mandrel - MP3-426 (30-505)-
- Thrust piece - MP3-417 (VW 554)-
- Assembly tool - MP5-400 (3416)-
- Assembly tool - MP5-401 (3346)-
- Assembly tool - MP5 402 (3301)-
- Interior extractor 12-16 mm , e.g. -VAS 251 601- or -Kukko 21-1-
- Countersupport , e.g. -VAS 251 621- or -Kukko 22-1-

Removing top rear rubber-metal bearing

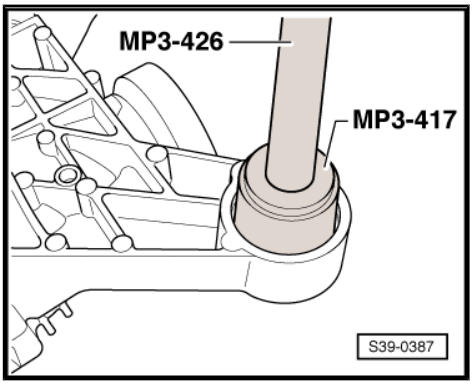
A - Countersupport , e.g. -VAS 251 621- or -Kukko 22-1-

B - Interior extractor 12-16 mm , e.g. -VAS 251 601- or -Kukko 21-1-

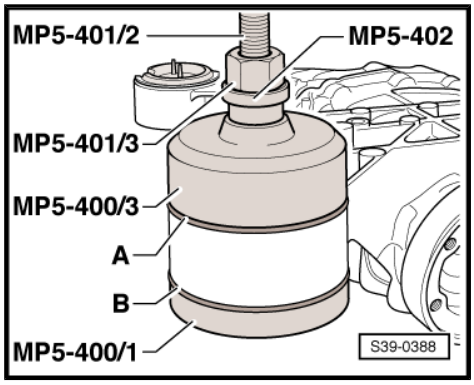
- A piece must be broken off from the collar of the rubber-metal bearing in order to be able to position the countersupport -arrow-.

Drive out bottom rear rubber-metal bearing

If the rubber metal bearing should be replaced separately, it can also be removed with the counter support , e.g. -VAS 251 621- or -Kukko 22-1- and interior extractor 12-16 mm , e.g. -VAS 251 601- or -Kukko 21-1- ⇒ page 79 .



Insert top rear rubber-metal bearing -A- and bottom rear rubber-metal bearing -B-

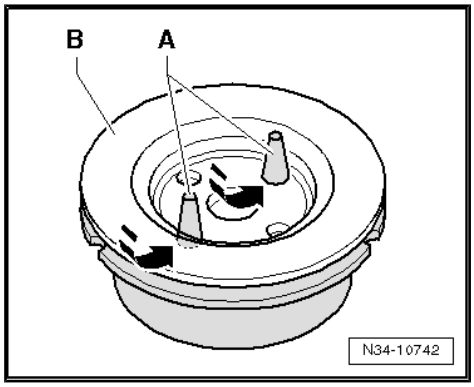


Installation position of the stop washer -B-

– Insert the pegs -A- in the holes of the stop washer -arrows-.

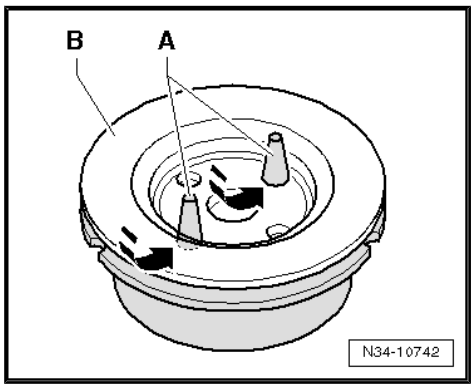
The stop washer -B- is then connected captively with the rubber-metal bearing.

• Final drive in fitting position



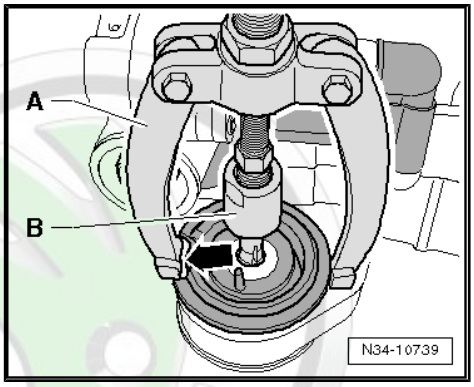
Installation position of top rear rubber-metal bearing:

• The top rear rubber-metal bearing point the pegs -A- upwards



3.2.3 Replace front rubber-metal bearing at the rear final drive

Special tools and workshop equipment required



- Mandrel - MP3-426 (30-505)-
- Thrust piece - MP3-417 (VW 554)-
- Assembly tool - MP5-400 (3416)-
- Assembly tool - MP5-401 (3346)-
- Assembly tool - MP5 402 (3301)-
- Interior extractor 12-16 mm , e.g. -VAS 251 601- or -Kukko 21-1-
- Countersupport , e.g. -VAS 251 621- or -Kukko 22-1-

Removing front bottom rubber-metal bearing

– Both ventilation pipes must be closed so that in the following work step no oil escapes from the final drive.

– Then place the final drive with the upper part downwards onto the work bench and pull out the rubber-metal bearing:

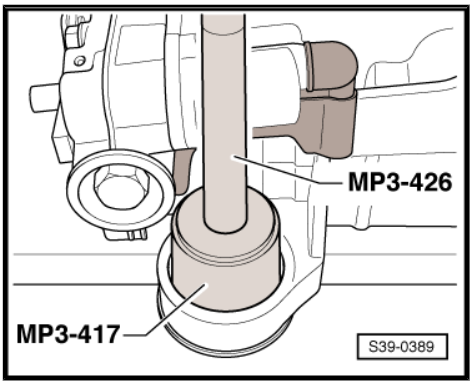
A - Countersupport , e.g. -VAS 251 621- or -Kukko 22-1-

B - Interior extractor 12-16 mm , e.g. -VAS 251 601- or -Kukko 21-1-

- A piece must be broken off from the collar of the rubber-metal bearing in order to be able to position the countersupport -arrow-.

– Insert the interior extractor into the joint of the upper and lower rubber-metal bearing and put it under tension.

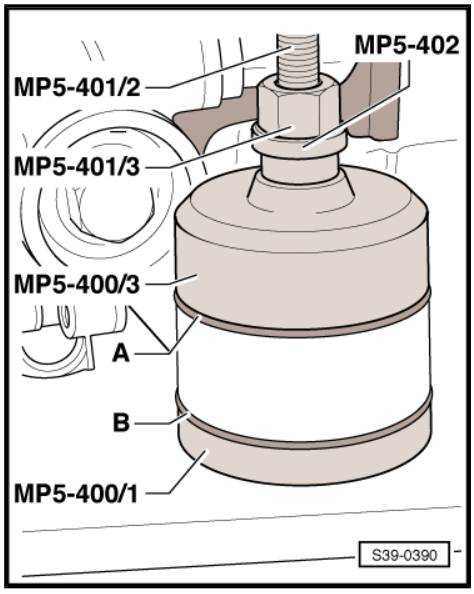
Removing front top rubber-metal bearing



Note

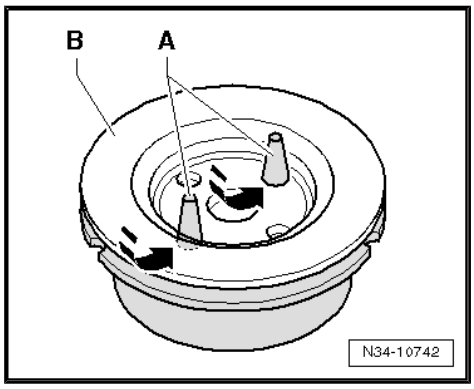
If the rubber metal bearing should be replaced separately, it can also be removed with the counter support , e.g. -VAS 251 621- or -Kukko 22-1- and interior extractor 12-16 mm , e.g. -VAS 251 601- or -Kukko 21-1- ⇒ page 81 .

Insert front top rubber-metal bearing -A- and bottom rear rubber-metal bearing -B-



Installation position of front bottom rubber-metal bearing

- The front bottom rubber-metal bearing shows the pegs -A- downwards



4 Sealing rings

⇒ “4.1 Replacing left sealing ring”, page 83

⇒ “4.2 Replacing right sealing ring”, page 84

⇒ “4.3 Replacing gasket ring for output flange of the rear final drive”, page 85

4.1 Replacing left sealing ring

Special tools and workshop equipment required

- Ejection lever - MP3-418 (VW 681)-
- Extractor - T10037-
- Pressure spindle - T10049-
- Catch pan
- Sealing grease - G 052 128 A1-

Removing

– Remove drive shaft ⇒ Chassis; Rep. gr. 42

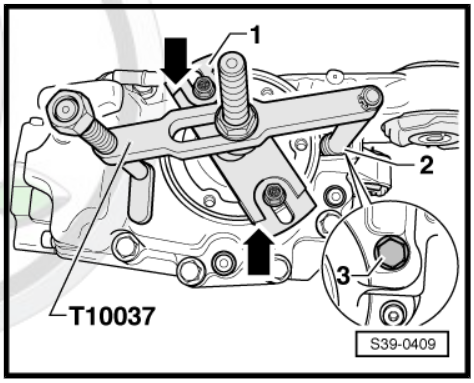
– Place a catch pan under the rear final drive.

– Manually screw the plate -1- of the extractor - T10037- with two screws M8 (30 mm long) onto the flange shaft.

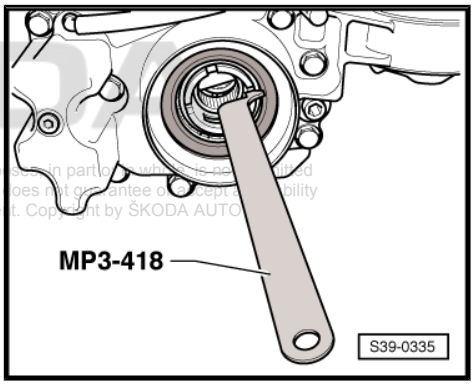
• The shoulders -arrows- for larger flange diameters point to the outside.

– Position the nut of the knurled screw -2- from the extractor - T10037- onto the hexagon screw -3-.

– Pull out the flange shaft with extractor - T10037- .

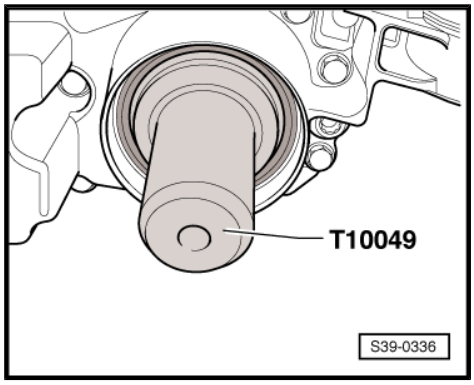


– Pull out gasket ring for flange shaft with ejection lever - MP3-418- .

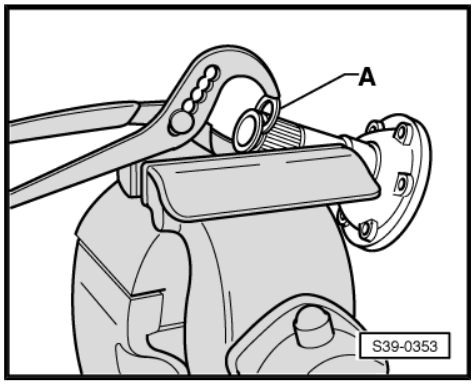


Installing

– Lightly oil new gasket ring at outside diameter and drive in with pressure plate - T10049- up to the stop, do not twist the gasket ring.
– Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .



– Clamp the flange shaft in a vice with protective jaws.
– Push out the old circlip from the flange shaft groove with the new circlip -A-.
– Drive in the flange shaft with a rubber hammer.
– Install drive shaft ⇒ Chassis; Rep. gr. 42 .
– Checking the oil level in the rear final drive ⇒ “5.2 Check the oil level in the final drive.”, page 90 .



4.2 Replacing right sealing ring

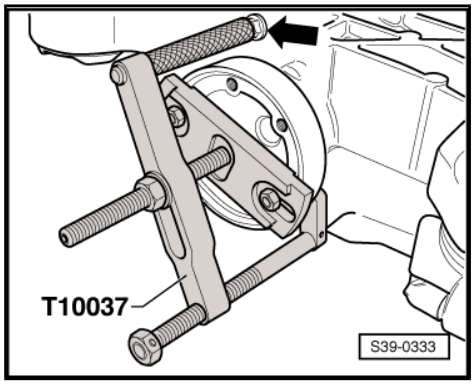
Special tools and workshop equipment required

- Ejection lever - MP3-418 (VW 681)-
- Extractor - T10037-
- Pressure spindle - T10049-
- Catch pan
- Sealing grease - G 052 128 A1-

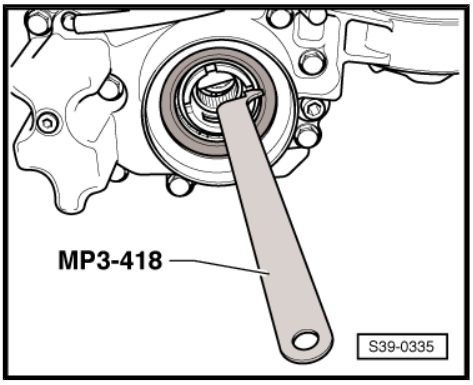
– Remove drive shaft ⇒ Chassis; Rep. gr. 42
– Place a catch pan under the rear final drive.
– Manually screw the plate of the extractor - T10037- with two screws M8 (30 mm long) onto the flange shaft.

• The shoulders for larger flange diameters point to the outside.

– Fit the nut of the knurled screw -arrow- of the extractor - T10037- in such a way that the start of the thread is aligned with the housing.
– Pull out the flange shaft with extractor - T10037- .



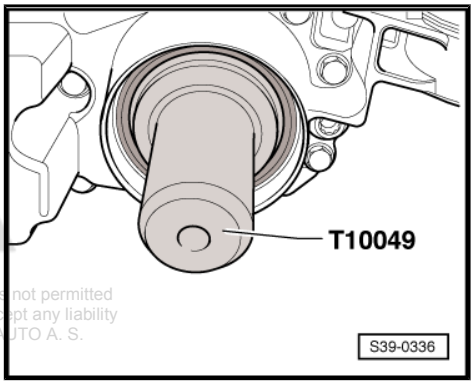
– Pull out gasket ring for flange shaft with ejection lever - MP3-418- .



Installing

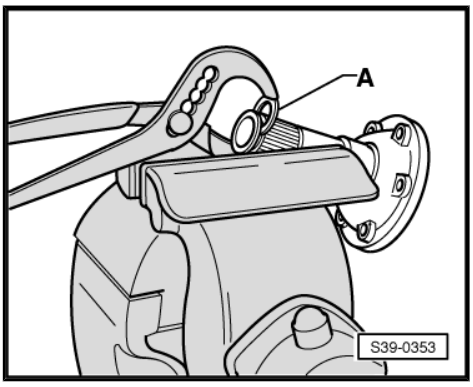
– Lightly oil new gasket ring at outside diameter and drive in with pressure plate - T10049- up to the stop, do not twist the gasket ring.

– Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .



– Clamp the flange shaft in a vice with protective jaws.

– Push out the old circlip from the flange shaft groove with the new circlip -A-.



– Drive in the flange shaft with a rubber hammer.

– Install drive shaft ⇒ Chassis; Rep. gr. 42 .

– Checking the oil level in the rear final drive
⇒ “5.2 Check the oil level in the final drive.”, page 90 .

4.3 Replacing gasket ring for output flange of the rear final drive

Special tools and workshop equipment required

- Ejection lever - MP3-418 (VW 681)-
- Counterholder - T30004 (3415)-
- Thrust piece - T10019-
- Tensioning strap - T10038-
- counterholder - T10172- with adapters - T10172/5-
- Three-arm extractor e. g. -VAS 251 201- or -Kukko 12-1-
- Locking agent - D 000 600-
- Screw M10 x 25
- Allan screw M8 x 15

• Rear final drive is installed.

Removing

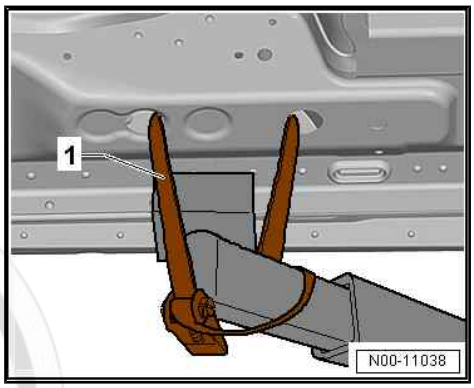
DANGER

There is a risk that the vehicle will fall down off the lifting platform.

If the vehicle is not securely lashed, there is a risk of the vehicle falling down from the lift platform.

– Secure the vehicle on both sides to the supporting arms of the lift platform.

– Lash the vehicle on both sides to the supporting arms of the lift platform using tensioning straps - T10038- .



1 - Tensioning strap - T10038-

NOTICE

Risk of damage to the decoupling element of the pre-exhaust pipe.

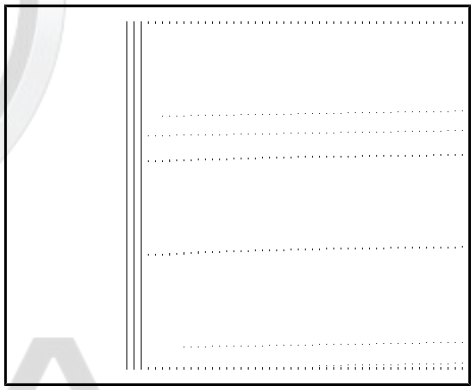
The decoupling element must not be bent or kinked by more than 10°.

– Do not load the decoupling element with tensile stress.

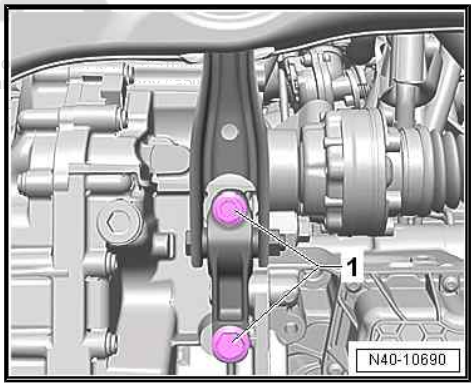
– Do not bend the decoupling element excessively.

– Loosen nuts of clamping sleeve -arrow- and slide it backwards.

– Tie pre-exhaust pipe to the underfloor.



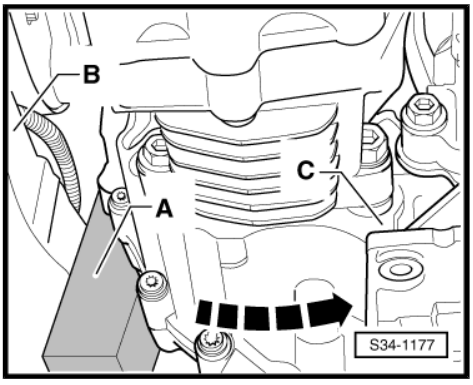
– Remove screws -1- of the pendulum support.



– With the aid of a 2nd mechanic, press the engine/gearbox unit forwards in -direction of arrow- and place a suitable wooden wedge -A- (around 50 mm thick) between the assembly carrier -B- and gearbox -C-.

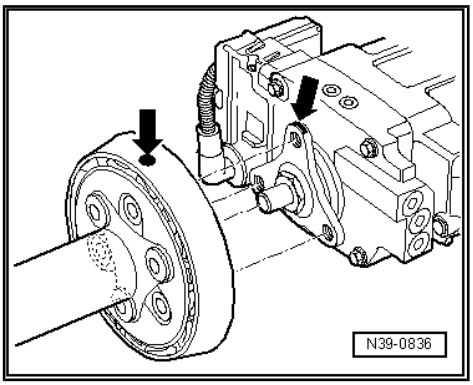
– Remove middle and rear part of exhaust system ⇒ Engine; Rep. gr. 26 .

– Only loosen screws for guide bearing of propshaft, do not remove.

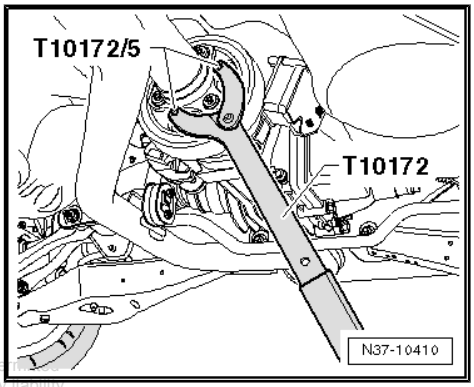


– Check if there are assembly markings (coloured points) on the flexible disk and on the propshaft flange on the rear final drive -arrows-.

– If there are no markings, mark the mutual positions of the flexible disk and the propshaft flange on the rear final drive.

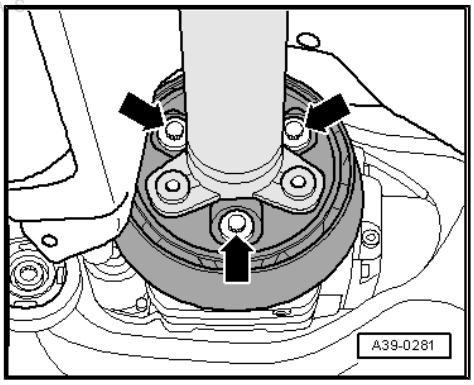


– When loosening and tightening the screws for the propshaft, hold the rear final drive with counterholder - T10172- with adapters - T10172/5- .



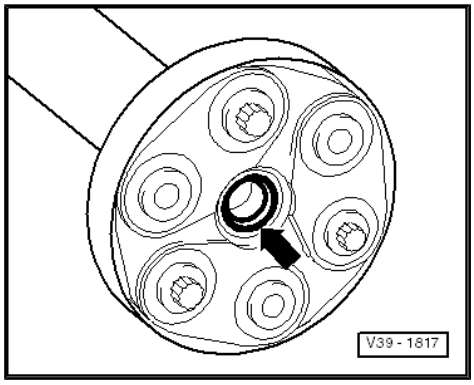
– Unscrew screws -arrows- of the screw connections of the propshaft/rear final drive.

– Pull off the propshaft from the centering stud on the rear final drive, pressing the prop slightly forward.

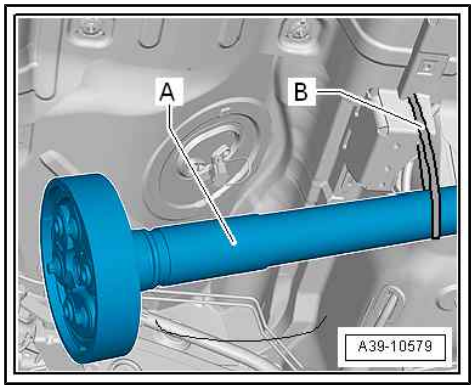


When pull the propshaft off the centering stud, make sure that the gasket ring -arrow- in the centring sleeve is not damaged.

If the sealing ring is damaged, the propshaft must be replaced.



– Tie rear end of propshaft -A-, e.g. with wire -B- to body.



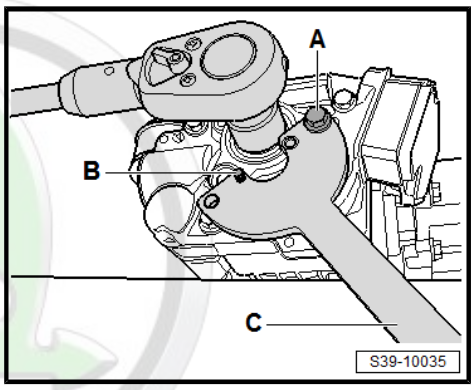
– Loosen and remove nuts for propshaft flange.

A - Screw M10 x 25

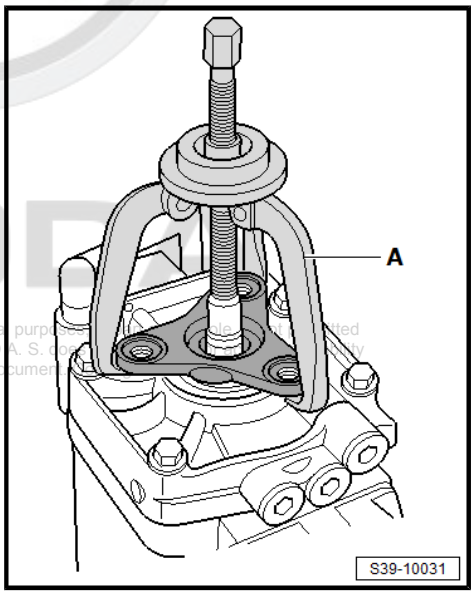
B - Allen screw M8 x 15 (is screwed in from the reverse side into the counterholder - T30004-)

C - Counterholder - T30004-

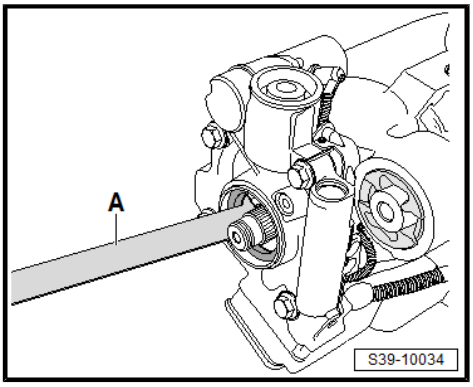
– Pull off the output flange of the rear final drive.



If there is any resistance, use three armed extractor , e.g. -VAS 251 201- or -Kukko 12-1- -A-.



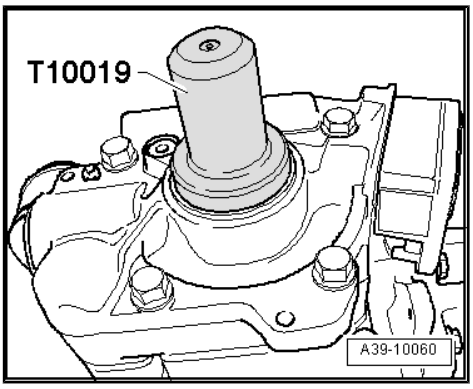
– Pull out gasket ring with ejection lever - MP3-418- -A-.



Installing

– Before installing, lightly oil outer diameter of new gasket ring and between the sealing lips with high-performance oil for four-wheel drive clutch .

– Drive in new gasket ring with thrust piece - T10019- up to the stop. Do not tilt the gasket ring.

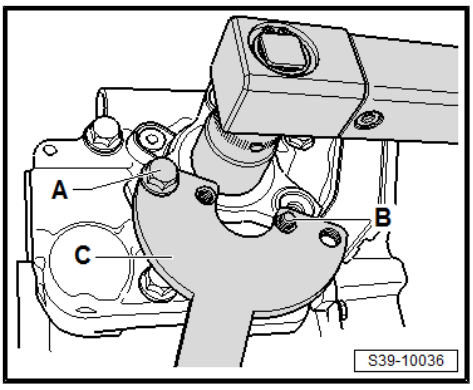


– Then screw in new nut using locking agent - D 000 600- and tighten.

A - Screw M10 x 25

B - Allen screw M8 x 15 (is screwed in from the reverse side into the counterholder - T30004-)

C - Counterholder - T30004-



– Connect propshaft to rear final drive ⇒ “1.3 Removing and installing propshaft”, page 26 .

– Align guide bearing in elongated holes so that propshaft and guide bearing are free of stress.

– Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26 .

– Checking oil level in the four-wheel drive clutch ⇒ “6.4 Checking oil level in the four-wheel drive clutch”, page 106 .

Tightening torques

♦ Nuts for propshaft flange ⇒ “1.1 Summary of components - propeller shaft”, page 16

5 Axle oil in final drive

⇒ “5.1 Installation location overview - drain plug and check screw”, page 90

⇒ “5.2 Check the oil level in the final drive.”, page 90

5.1 Installation location overview - drain plug and check screw

The figure shows the 0CQ final drive (generation V four-wheel drive clutch).

1 - Oil drain plug for four-wheel drive clutch

- ❑ Replace after disassembly
- ❑ 38 Nm

2 - Oil filler plug for four-wheel drive clutch

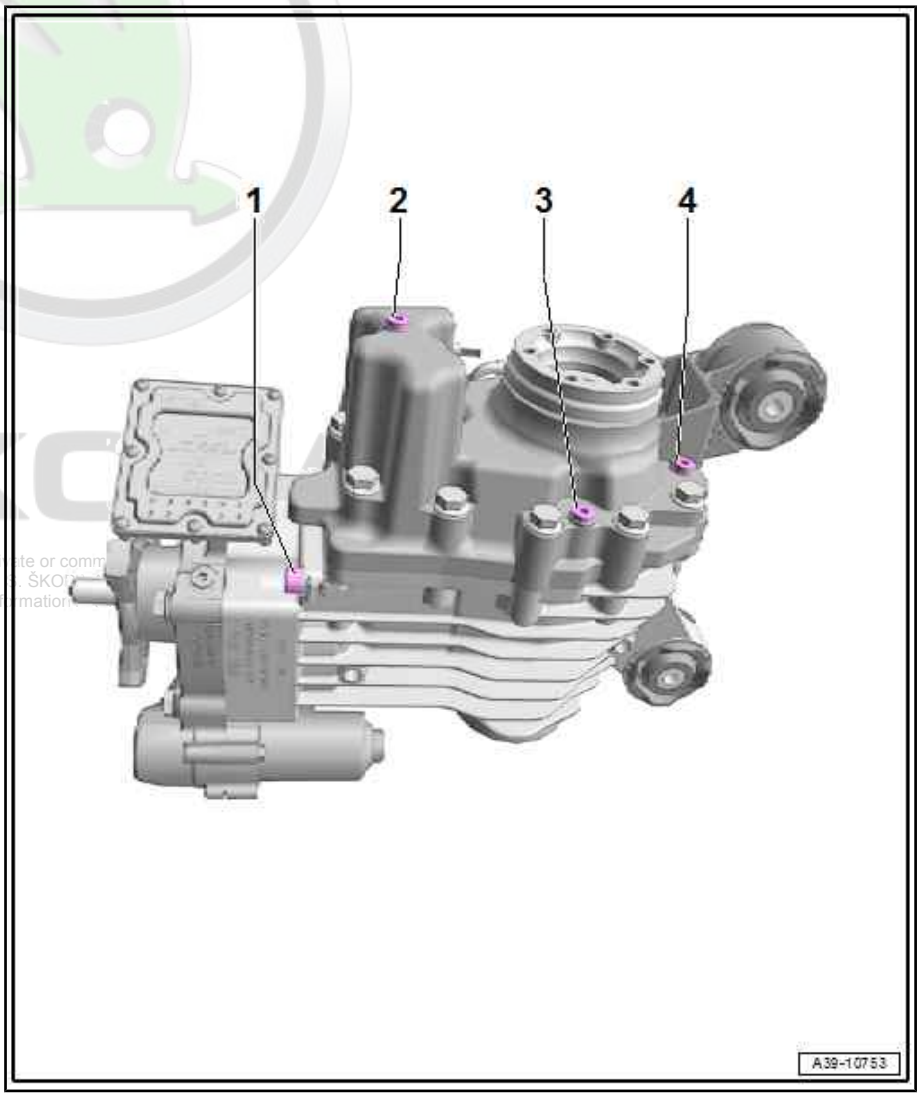
- ❑ Replace after disassembly
- ❑ 15 Nm

3 - Oil drain plug for final drive

- ❑ Replace after disassembly
- ❑ 15 Nm

4 - Oil filler plug for final drive

- ❑ Replace after disassembly
- ❑ 15 Nm



5.2 Check the oil level in the final drive.

Special tools and workshop equipment required

- ♦ Filling device - VAS 6291- or -VAS 6291A-
- ♦ Catch pan , e.g. -VAS 6208-

The four-wheel drive clutch is installed in the rear final drive.

The final drive and the four-wheel drive clutch have separate oil circulation systems.

Assignment of inspection (filler) plugs and drain plugs for final drive and four-wheel drive clutch

⇒ “5.1 Installation location overview - drain plug and check screw”, page 90 .

Check the oil level, drain and fill oil for the four-wheel drive clutch ⇒ “6 Four-wheel drive clutch”, page 92 .

Checking

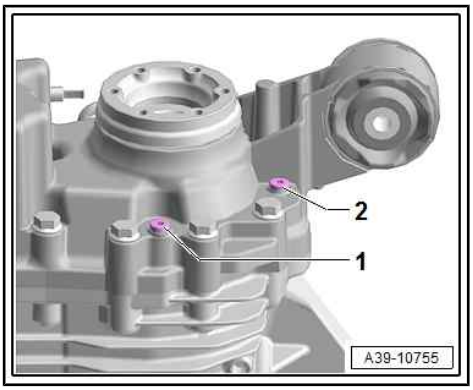
- Vehicle on level ground.
- Oil for rear final drive ⇒ Electronic Catalogue of Original Parts .

– Place catch pan under the final drive.

– Unscrew screw for oil inspection -2-.

- Oil is at the correct level if the rear final drive is filled with oil up to the lower edge of the oil filler hole.

– Screw in and tighten new screw for oil inspection -2-.



Refilling

– Screw the adapter for filling device - VAS 6291- into the hole of the inspection plug for axle oil on the final drive -2-.

– Top up oil into the final drive using the filling device - VAS 6291- , until oil flows out between the adapter and the final drive housing.

– Remove filling device - VAS 6291- ; some excess oil may still flow out.

- Oil is at the correct level if the rear final drive is filled with oil up to the lower edge of the oil filler hole.

– Screw in new screw for oil inspection -2-.

Tightening torques

♦ Oil drain plug and check screw for final drive ⇒ “5.1 Installation location overview - drain plug and check screw”, page 90 .

6 Four-wheel drive clutch

⇒ “6.1 Summary of components - four-wheel drive clutch”, page 92

⇒ “6.2 Summary of components - four-wheel drive clutch control unit”, page 102

⇒ “6.3 Functional test of four-wheel drive clutch”, page 105

⇒ “6.4 Checking oil level in the four-wheel drive clutch”, page 106

⇒ “6.5 Drain off and fill oil for four-wheel drive clutch”, page 107

⇒ “6.6 removing and installing oil filter”, page 109

⇒ “6.7 Removing and installing the pump for four-wheel drive clutch”, page 110

⇒ “6.8 Removing and installing four-wheel drive clutch”, page 115

⇒ “6.9 Disassembling and assembling coupling”, page 128

⇒ “6.10 Removing and installing control unit”, page 134

6.1 Summary of components - four-wheel drive clutch

⇒ “6.1.1 Summary of components - generation II four-wheel drive clutch, final drive 02D, 0AV, Octavia II”, page 92

⇒ “6.1.2 Summary of components - generation II four-wheel drive clutch, Octavia II”, page 94

⇒ “6.1.3 Summary of components - generation IV four-wheel drive clutch, final drive 0BR, Octavia II, Superb II, Yeti, up to 10/2013”, page 96

⇒ “6.1.4 Summary of components - generation IV four-wheel drive clutch, Octavia II, Superb II, Yeti, up to 10/2013”, page 98

⇒ “6.1.5 Summary of components - generation V four-wheel drive clutch , final drive 0BR, Yeti from 11/2013”, page 99

6.1.1 Summary of components - generation II four-wheel drive clutch, final drive 02D, 0AV, Octavia II

1 - Screw

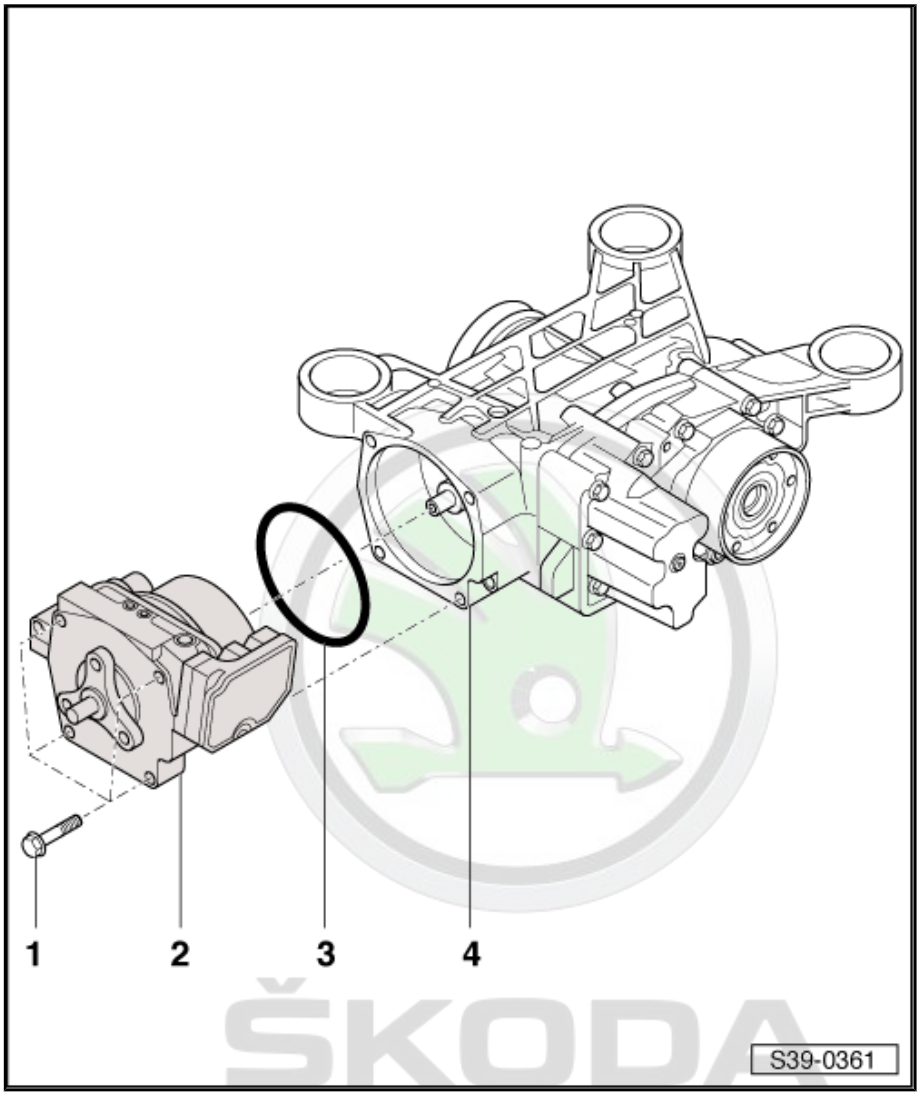
- ❑ 4 pieces
- ❑ 50 Nm

2 - Four-wheel drive clutch

- ❑ with control unit ⇒ “6.2 Summary of components - four-wheel drive clutch control unit”, page 102
- ❑ Summary of components ⇒ “6.1.2 Summary of components - generation II four-wheel drive clutch, Octavia II”, page 94
- ❑ Inspect proper operation ⇒ “6.3 Functional test of four-wheel drive clutch”, page 105
- ❑ Removing and installing ⇒ “6.8 Removing and installing four-wheel drive clutch”, page 115
- ❑ Disassembling and assembling ⇒ “6.9 Disassembling and assembling coupling”, page 128

3 - O-ring

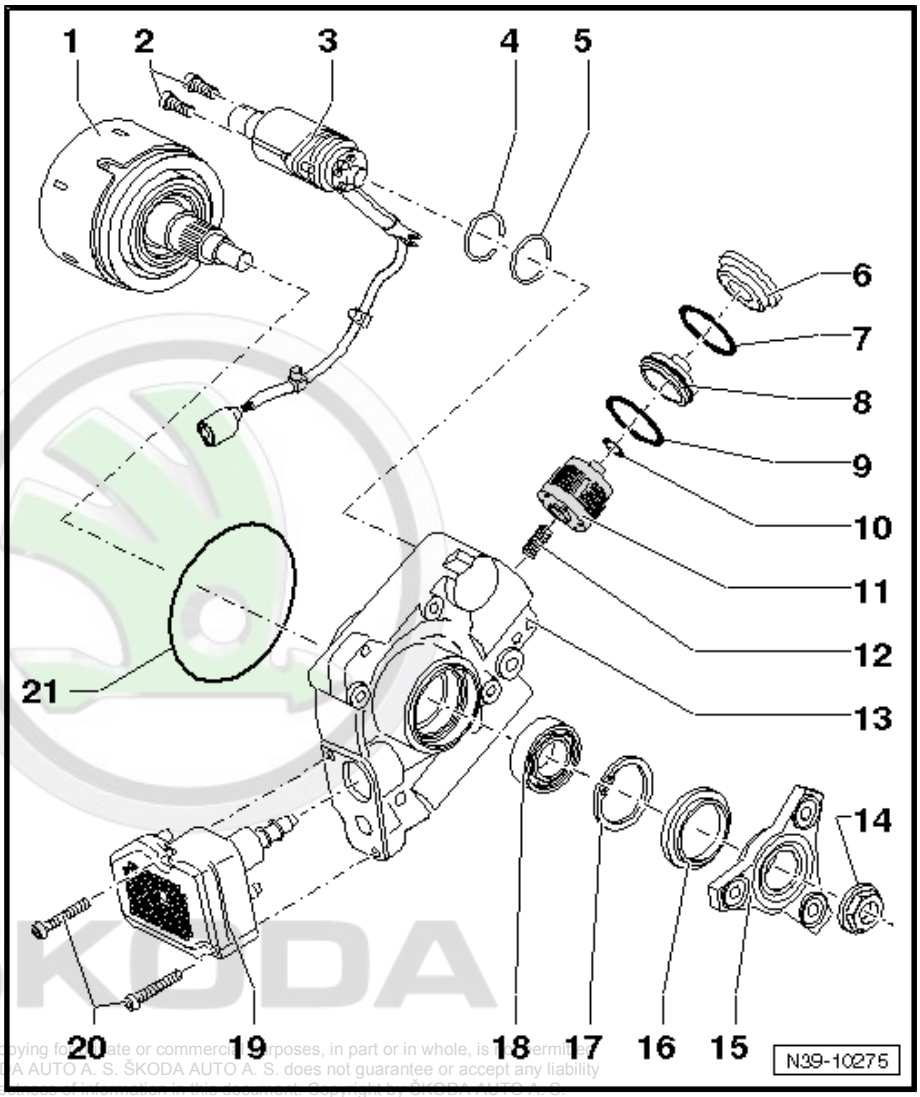
- ❑ Removing and installing ⇒ “6.8 Removing and installing four-wheel drive clutch”, page 115
- ❑ Replace after disassembly
- ❑ insert after moistening with oil for four-wheel drive clutch



4 - Final drive

- ❑ Summary of components ⇒ “2.1 Summary of components - final drive”, page 63
- ❑ Removing and installing ⇒ “2.2 Removing and installing the rear final drive”, page 65

6.1.2 Summary of components - generation II four-wheel drive clutch, Octavia II



1 - Plate clutch

- ❑ Summary of components - structure of the plate clutch ⇒ page 96
- ❑ Removing and installing ⇒ “6.9.1 Replacing generation II four-wheel drive clutch grooved ball bearing, final drive 02D, 0AV, Octavia II”, page 128

2 - Screw

- ❑ 6 Nm

3 - Pump for four-wheel drive clutch - V181-

- ❑ Removing and installing ⇒ “6.7 Removing and installing the pump for four-wheel drive clutch”, page 110

4 - O-ring

- ❑ Replace after disassembly
- ❑ ∅ 32 mm
- ❑ for pump for four-wheel drive clutch - V181-
- ❑ coat with oil for four-wheel drive clutch before inserting

5 - O-ring

- ❑ Replace after disassembly
- ❑ ∅ 30 mm
- ❑ for pump for four-wheel drive clutch - V181-
- ❑ coat with oil for four-wheel drive clutch before inserting

6 - Screw cap

- ❑ 35 Nm

7 - O-ring

- ❑ for cap
- ❑ Replace after disassembly
- ❑ coat with oil for four-wheel drive clutch before inserting

8 - Oil filter holder

9 - O-ring

- ❑ for oil filter carrier
- ❑ coat with oil for four-wheel drive clutch before inserting
- ❑ Replace after disassembly

10 - O-ring

- ❑ for the oil filter
- ❑ Replace after disassembly
- ❑ coat with oil for four-wheel drive clutch before inserting

11 - Oil filter

- ❑ for four-wheel drive clutch
- ❑ Removing and installing ⇒ “6.6 removing and installing oil filter”, page 109

12 - Spring

13 - Housing for four-wheel drive clutch

- ❑ Removing and installing complete four-wheel drive clutch
  ⇒ “6.8.1 Removing and installing generation II four-wheel drive clutch, final drive 02D, 0AV, Octavia II”, page 115

14 - Nut

- ❑ Replace after disassembly
- ❑ secure with locking agent - D 000 600-
- ❑ 210 Nm

15 - Propshaft flange

- ❑ Removing and installing ⇒ “4.3 Replacing gasket ring for output flange of the rear final drive”, page 85

16 - Gasket ring for propshaft flange

- ❑ Replace after disassembly
- ❑ Replace ⇒ “4.3 Replacing gasket ring for output flange of the rear final drive”, page 85

17 - Circlip

18 - Grooved ball bearing

- ❑ Removing and installing
  ⇒ “6.9.1 Replacing generation II four-wheel drive clutch grooved ball bearing, final drive 02D, 0AV, Octavia II”, page 128

19 - Four-wheel drive control unit - J492-

- ❑ with control valve of opening degree of coupling - N373-
- ❑ with oil level and oil temperature sender - G437-
- ❑ Removing and installing
  ⇒ “6.10.1 Removing and installing generation II four-wheel drive clutch control unit, final drive 02D, 0AV, Octavia II”, page 134

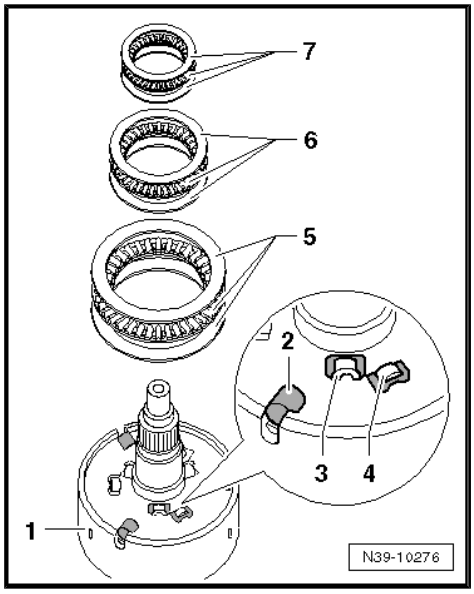
20 - Screw

- ❑ 6 Nm

21 - O-ring

- ❑ Replace after disassembly
- ❑ coat with oil for four-wheel drive clutch before inserting

Structure of the plate clutch



1 - Plate clutch

Plates cannot be removed.

2 - Outer rollers

3 pieces

3 - Castors

3 pieces

Installation position: roller points to the outside

4 - Castors

3 pieces

Installation position: roller points to the inside

5 - Axial needle bearing

The thick washer points to the plate clutch -1-.

6 - Axial needle bearing

The thick washer points to the plate clutch -1-.

7 - Axial needle bearing

The thick washer points to the plate clutch -1-.

6.1.3 Summary of components - generation IV four-wheel drive clutch, final drive 0BR, Octavia II, Superb II, Yeti, up to 10/2013

In Yeti vehicles with rear final drive 0BR, generation IV four-wheel drive clutch was installed up to production date 10/2013. From production date 11/2013, the generation V four-wheel drive clutch is installed. Assignment ⇒ Electronic Catalogue of Original Parts

1 - Screw

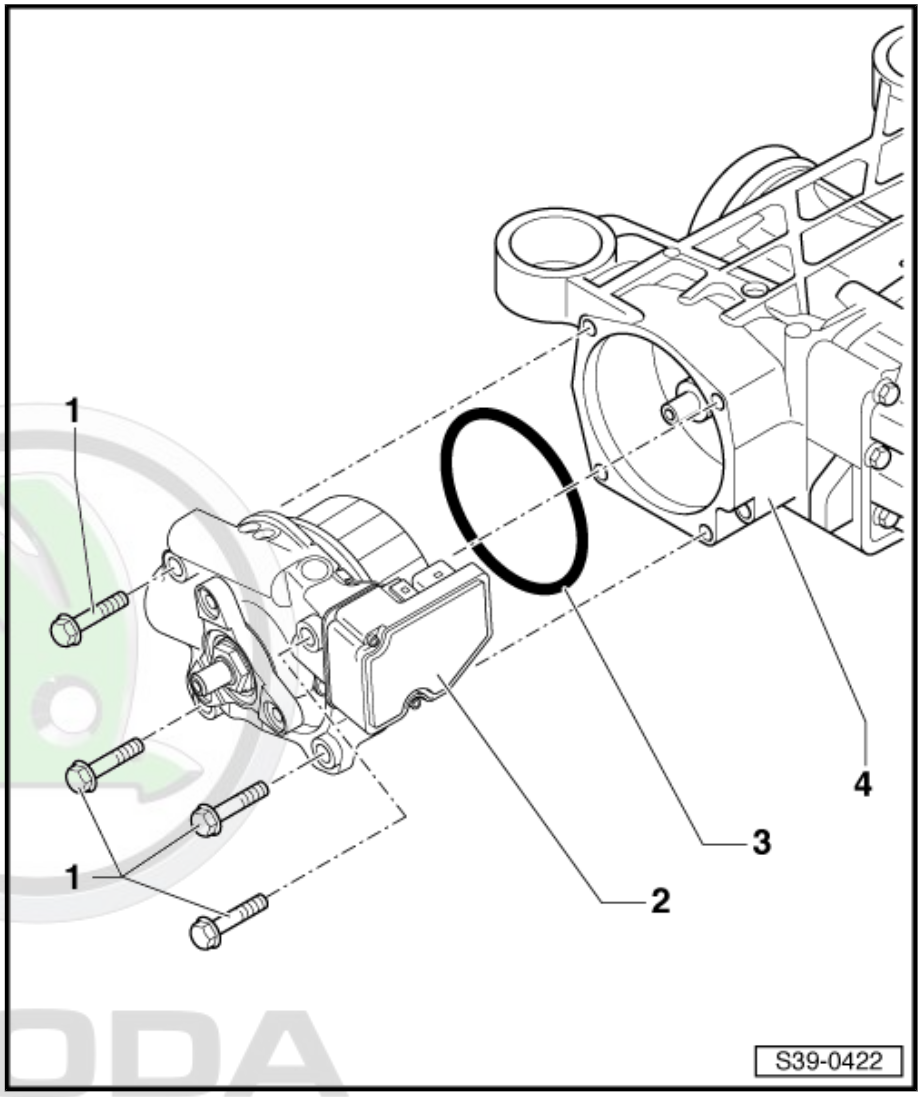
- ❑ 4 pieces
- ❑ 50 Nm

2 - Four-wheel drive clutch

- ❑ Summary of components ⇒ “6.1.4 Summary of components - generation IV four-wheel drive clutch, Octavia II, Superb II, Yeti, up to 10/2013”, page 98
- ❑ with control unit ⇒ “6.2 Summary of components - four-wheel drive clutch control unit”, page 102
- ❑ Inspect proper operation ⇒ “6.3 Functional test of four-wheel drive clutch”, page 105
- ❑ Removing and installing ⇒ “6.8 Removing and installing four-wheel drive clutch”, page 115
- ❑ Disassembling and assembling ⇒ “6.9 Disassembling and assembling coupling”, page 128

3 - O-ring

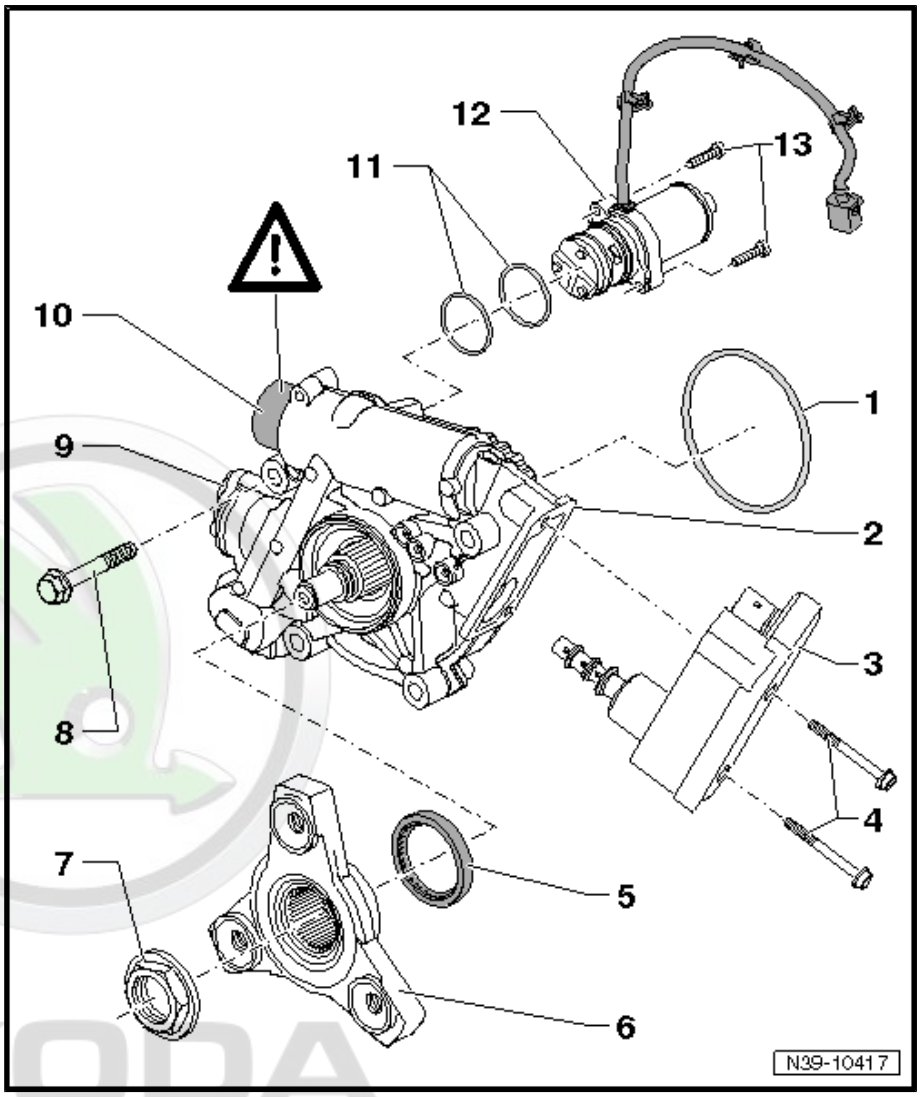
- ❑ Removing and installing ⇒ “6.8 Removing and installing four-wheel drive clutch”, page 115
- ❑ Replace after disassembly
- ❑ insert after moistening with high-performance oil for four-wheel drive clutch



4 - Final drive

- ❑ Summary of components ⇒ “2.1 Summary of components - final drive”, page 63
- ❑ Removing and installing ⇒ “2.2 Removing and installing the rear final drive”, page 65

6.1.4 Summary of components - generation IV four-wheel drive clutch, Octavia II, Superb II, Yeti, up to 10/2013



1 - O-ring

- ❑ Replace after disassembly
- ❑ coat with oil for four-wheel drive clutch before inserting

2 - Housing for four-wheel drive clutch

- ❑ Removing and installing the four-wheel drive clutch
  ⇒ “6.8.2 Removing and installing generation IV four-wheel drive clutch, final drive 0BR, Octavia II, Superb II, Yeti, up to 10/2013”, page 120

3 - Four-wheel drive control unit - J492-

- ❑ with control valve of opening degree of coupling - N373-
- ❑ Removing and installing
  ⇒ “6.10.2 Removing and installing generation IV four-wheel drive clutch control unit, final drive 0BR, Octavia II, Superb II, Yeti, up to 10/2013”, page 137

4 - Screw

- ❑ 6 Nm

5 - Gasket ring for propshaft flange

- ❑ Removing and installing
  ⇒ “4.3 Replacing gasket ring for output flange of the rear final drive”, page 85

6 - Propshaft flange

- ❑ Removing and installing ⇒ “4.3 Replacing gasket ring for output flange of the rear final drive”, page 85

7 - Nut

- ❑ Replace after disassembly
- ❑ before installing, coat with locking agent - D 000 600-
- ❑ 210 Nm

8 - Screw

- ❑ 4 pieces
- ❑ 50 Nm

9 - Cover

- ❑ for oil filter housing
- ❑ Oil filter change is not necessary

10 - Cover

- ❑ for vacuum unit

- ❑ The cover must never be opened, risk of injuries!

11 - O-ring

- ❑ Replace after disassembly
- ❑ 2 pieces
- ❑ ∅ 34 mm
- ❑ for pump for four-wheel drive clutch - V181-
- ❑ coat with oil for four-wheel drive clutch before inserting

12 - Pump for four-wheel drive clutch - V181-

- ❑ Removing and installing
  ⇒ “6.7.2 Removing and installing generation IV four-wheel drive clutch pump, final drive 0BR, Octavia II, Superb II, Yeti, up to 10/2013”, page 112

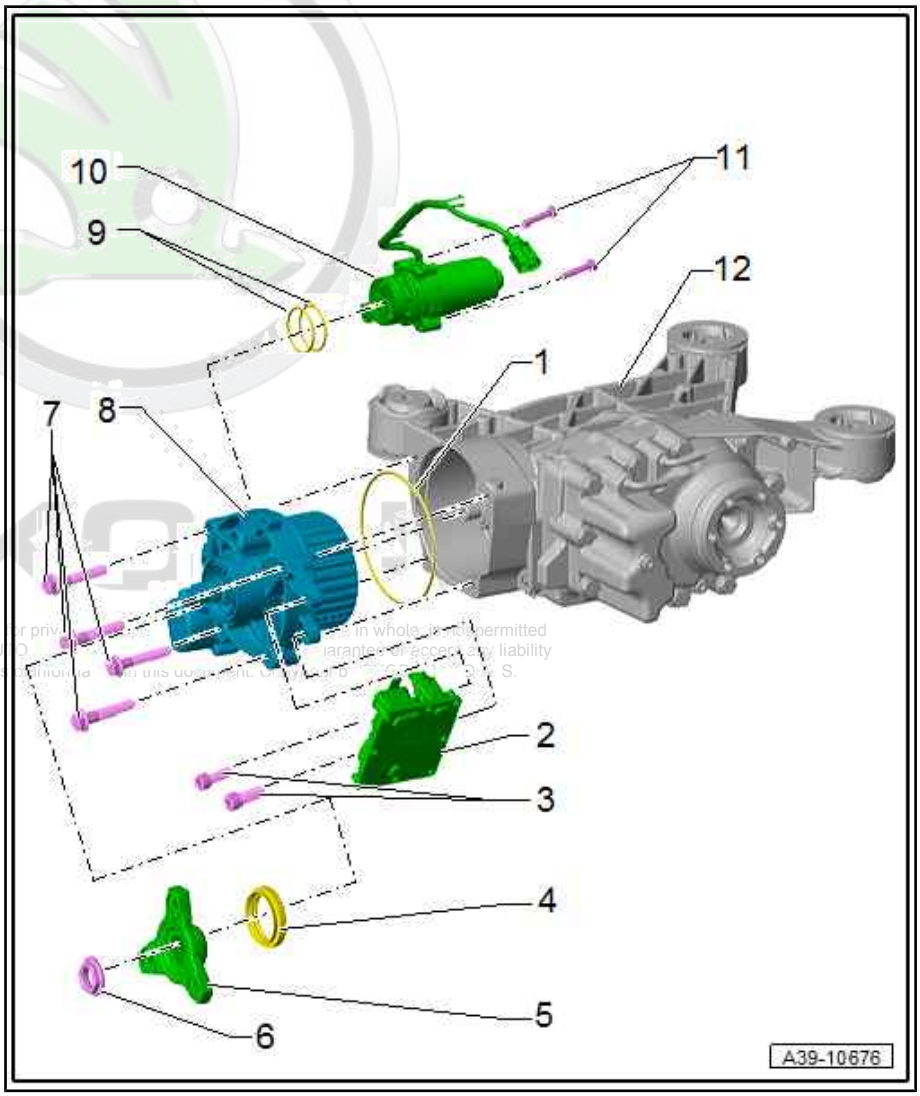
13 - Screw

- ❑ 6 Nm

6.1.5 Summary of components - generation V four-wheel drive clutch , final drive 0BR, Yeti from 11/2013

In Yeti vehicles with rear final drive 0BR, generation IV four-wheel drive clutch was installed up to production date 10/2013. From

production date 11/2013, the generation V four-wheel drive clutch is installed. Assignment ⇒ Electronic Catalogue of Original Parts



1 - Sealing ring

- ❑ for four-wheel drive clutch
- ❑ Replace after disassembly
- ❑ coat with high-performance oil for four-wheel drive clutch before inserting

2 - Four-wheel drive control unit - J492-

- ❑ Removing and installing ⇒ “6.10 Removing and installing control unit”, page 134

3 - Screw

- ❑ 2 pieces
- ❑ 9.5 Nm

4 - Sealing ring

- ❑ for output flange of the rear final drive
- ❑ Replace ⇒ “4.3 Replacing gasket ring for output flange of the rear final drive”, page 85

5 - Propshaft flange

- ❑ Removing and installing ⇒ “4.3 Replacing gasket ring for output flange of the rear final drive”, page 85

6 - Nut

- ❑ for output flange of the rear final drive
- ❑ slacken and tighten ⇒ “4.3 Replacing gasket ring for output flange of the rear final drive”, page 85
- ❑ Replace after disassembly
- ❑ secure with locking agent - D 000 600-
- ❑ 210 Nm

7 - Screw

- ❑ 4 pieces
- ❑ gradually tighten crosswise
- ❑ 50 Nm

8 - Four-wheel drive clutch

- ❑ Removing and installing the four-wheel drive clutch ⇒ “6.8 Removing and installing four-wheel drive clutch”, page 115
- ❑ Check ⇒ “6.3 Functional test of four-wheel drive clutch”, page 105 .

9 - O-ring

- ❑ Pump for four-wheel drive clutch - V181-
- ❑ 2 pieces
- ❑ ∅ 43.5 mm

- ❑ Replace after disassembly
- ❑ coat with high-performance oil for four-wheel drive clutch before inserting

10 - Pump for four-wheel drive clutch - V181-

- ❑ Removing and installing
  ⇒ “6.7 Removing and installing the pump for four-wheel drive clutch”, page 110

11 - Screw

- ❑ 2 pieces
- ❑ 9.5 Nm

12 - Rear final drive

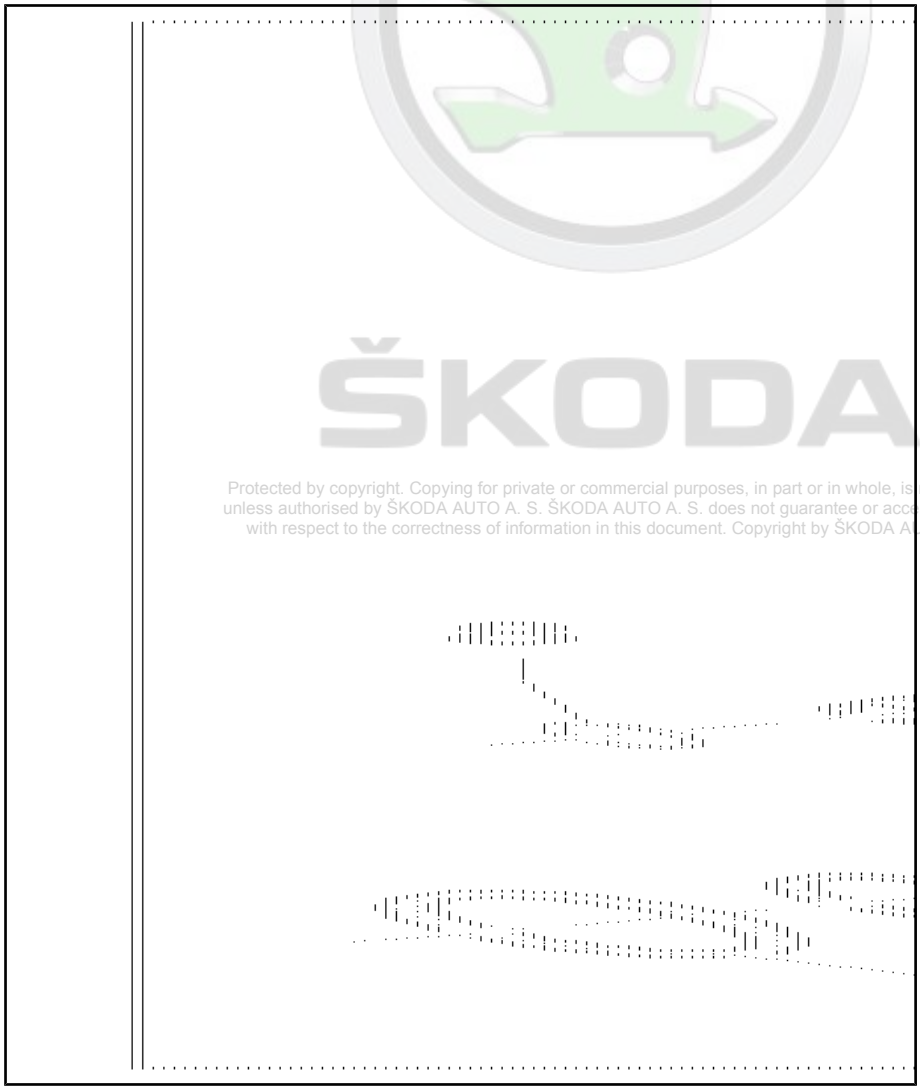
- ❑ Summary of components ⇒ “2.1 Summary of components - final drive”, page 63
- ❑ Removing and installing ⇒ “2.2 Removing and installing the rear final drive”, page 65

6.2 Summary of components - four-wheel drive clutch control unit

⇒ “6.2.1 Summary of components - generation II four-wheel drive clutch control unit J492 , final drive 02D, 0AV, Octavia II”, page 102

⇒ “6.2.2 Summary of components - generation IV four-wheel drive clutch control unit J492 , final drive 0BR, Octavia II, Superb II, Yeti, up to 10/2013”, page 103

6.2.1 Summary of components - generation II four-wheel drive clutch control unit - J492- , final drive 02D, 0AV, Octavia II



1 - Four-wheel drive control unit - J492-

- ❑ is calibrated with the valve for control of the opening degree of the coupling - N373- pos. 4
- ❑ always replace together with the valve for control of the opening degree of the coupling - N373- Pos. 4
- ❑ Removing and installing ⇒ “6.10 Removing and installing control unit”, page 134

2 - Screw

- ❑ 6 Nm

3 - Cover

- ❑ with vulcanized gasket
- ❑ Replace after disassembly

4 - valve for control of the opening degree of the coupling - N373-

- ❑ is calibrated with the four-wheel drive control unit - J492-
- ❑ always replace together with the four-wheel drive control unit - J492- Pos. 1

5 - Sealing ring

- ❑ Diameter 12 mm
- ❑ for valve for control of the opening degree of the coupling - N373-
- ❑ coat with high-performance oil for four-wheel drive clutch before inserting
- ❑ Replace after disassembly

6 - Sealing ring

- ❑ Diameter 11 mm
- ❑ for valve for control of the opening degree of the coupling - N373-
- ❑ coat with high-performance oil for four-wheel drive clutch before inserting
- ❑ Replace after disassembly

7 - Sealing ring

- ❑ in housing for four-wheel drive clutch
- ❑ coat with high-performance oil for four-wheel drive clutch before inserting
- ❑ Replace after disassembly

8 - Sealing ring

- ❑ for pressure sensor
- ❑ coat with high-performance oil for four-wheel drive clutch before inserting
- ❑ Replace after disassembly

9 - Pressure sensor

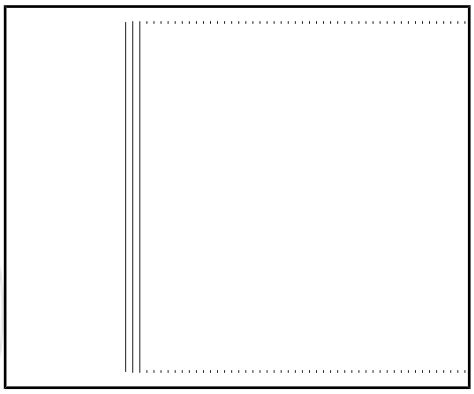
- ❑ can be re-used when replacing the control unit

10 - Disc spring

- ❑ Fitting position ⇒ page 103

Fitting position of the disc spring

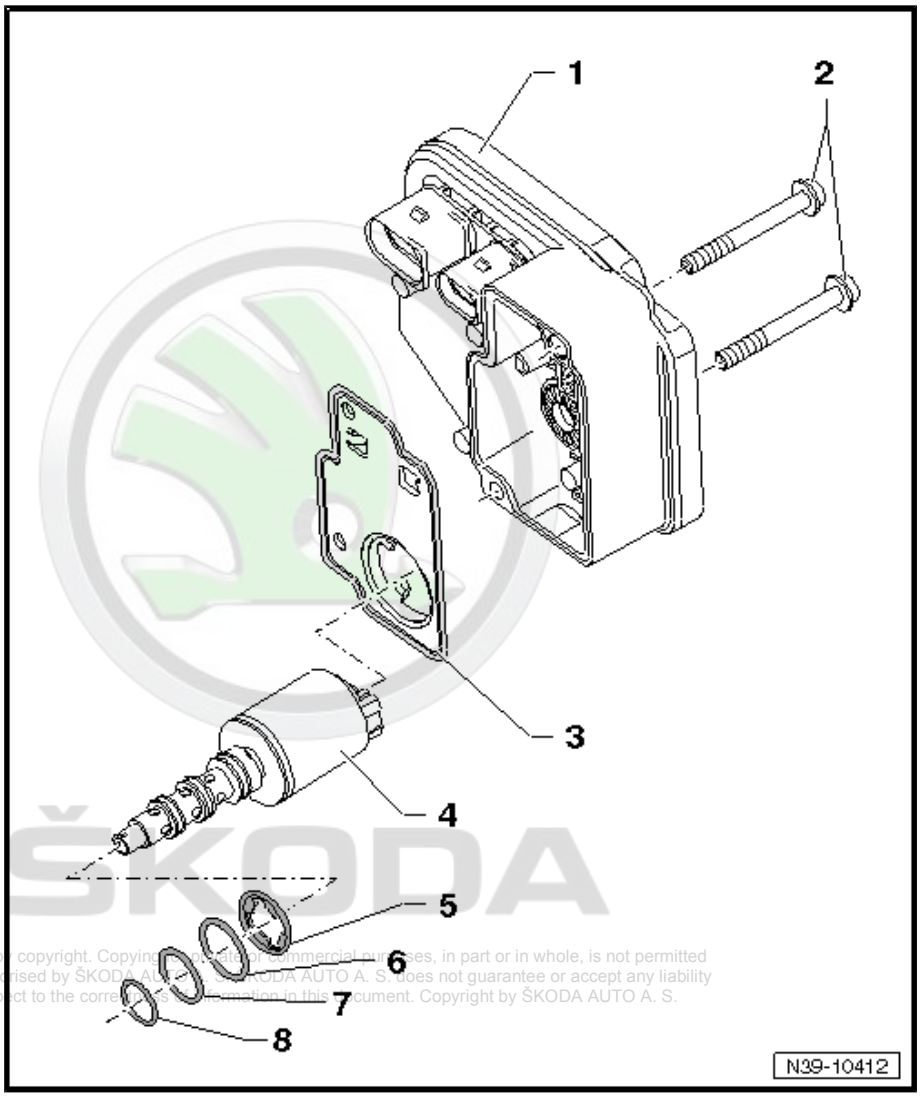
- The marking -arrow- on the curved side of the disc spring -2- points in the fitting position upwards and towards the pressure sensor -1-.



6.2.2 Summary of components - generation IV four-wheel drive clutch control unit - J492- , final drive 0BR, Octavia II, Superb II, Yeti, up to 10/2013

In Yeti vehicles with rear final drive 0BR, generation IV four-wheel drive clutch was installed up to production date 10/2013. From

production date 11/2013, the generation V four-wheel drive clutch is installed. Assignment ⇒ Electronic Catalogue of Original Parts



1 - Four-wheel drive control unit - J492-

- ❑ is calibrated with the valve for control of the opening degree of the coupling - N373- pos. 4
- ❑ always replace together with the valve for control of the opening degree of the coupling - N373- Pos. 4
- ❑ Removing and installing ⇒ "6.10.2 Removing and installing generation IV four-wheel drive clutch control unit, final drive 0BR, Octavia II, Superb II, Yeti, up to 10/2013", page 137

2 - Screw

- ❑ 6 Nm

3 - Cover

- ❑ with vulcanized gasket
- ❑ remains glued on the control unit or on the housing of the four-wheel drive clutch during removal
- ❑ Replace after disassembly

4 - valve for control of the opening degree of the coupling - N373-

- ❑ is calibrated with the four-wheel drive control unit - J492-
- ❑ always replace together with the four-wheel drive control unit - J492- Pos. 1
- ❑ Removing and installing ⇒ "6.10.2 Removing and installing generation IV four-wheel drive clutch control unit, final drive 0BR, Octavia II, Superb II, Yeti, up to 10/2013", page 137

5 - Sealing ring

- ❑ pay attention to correct fit of the centering lips in the groove
- ❑ for valve for control of the opening degree of the coupling - N373-
- ❑ coat with high-performance oil for four-wheel drive clutch before inserting
- ❑ Replace after disassembly

6 - Sealing ring

- ❑ Inner diameter 12 mm
- ❑ for valve for control of the opening degree of the coupling - N373-
- ❑ coat with high-performance oil for four-wheel drive clutch before inserting
- ❑ Replace after disassembly

7 - Sealing ring

- ❑ Inner diameter 11 mm
- ❑ for valve for control of the opening degree of the coupling - N373-

- ❑ coat with high-performance oil for four-wheel drive clutch before inserting
- ❑ Replace after disassembly

8 - Sealing ring

- ❑ Inner diameter 10 mm
- ❑ for valve for control of the opening degree of the coupling - N373-
- ❑ coat with high-performance oil for four-wheel drive clutch before inserting
- ❑ Replace after disassembly

6.3 Functional test of four-wheel drive clutch

⇒ “6.3.1 Functional test OF generation II four-wheel drive clutch, final drive 02D, 0AV, Octavia II”, page 105

⇒ “6.3.2 Functional test of IV and V generation four-wheel drive clutch, final drive 0BR”, page 106

6.3.1 Functional test OF generation II four-wheel drive clutch, final drive 02D, 0AV, Octavia II

Functional test of open four-wheel drive clutch

Test conditions:

- Before repairing the four-wheel drive clutch, try to determine the origin of the damage as accurately as possible using the ⇒ Vehicle diagnostic tester in the functions “Targeted fault finding”, “Vehicle self-diagnosis” and “Measuring method”.
- Oil level in the four-wheel drive clutch is OK ⇒ “6.4 Checking oil level in the four-wheel drive clutch”, page 106 .
- Correct engine control unit and ABS control unit installed (check coding and identification number on control units).
- For safety reasons, the vehicle must be placed on the lifting platform in such a way that the wheels have no contact with the ground.
- Proceed carefully when inspecting.

– Raise vehicle ⇒ Maintenance ; Booklet Octavia II .

– Actuate clutch pedal.

– Start engine.

– Engage 1st gear and drive off slowly.

- Now all 4 wheels must turn.

– Apply handbrake.

- The rear wheels must come to a standstill, while the front wheels continue to turn.

If the rear wheels do not turn, the four-wheel drive clutch is open and functioning OK.

If the rear wheels turn, the four-wheel drive clutch is closed.

Possible cause of fault:

- ♦ Main pressure regulating valve can clamp.
- ♦ Mechanical fault of the four-wheel drive clutch.
- ♦ Four-wheel drive control unit - J492- on rear final drive is defective.

♦ Handbrake warning switch - F9- is defective.

Functional test for closed four-wheel drive clutch

Test conditions:

- Before repairing the four-wheel drive clutch, try to determine the origin of the damage as accurately as possible using the ⇒ Vehicle diagnostic tester in the functions “Targeted fault finding”, “Vehicle self-diagnosis” and “Measuring method”.
- Oil level in the four-wheel drive clutch is OK.
- Checking oil level in the four-wheel drive clutch ⇒ “6.4 Checking oil level in the four-wheel drive clutch”, page 106 .
- Correct engine control unit and ABS control unit installed (check coding and identification number on control units).
- For safety reasons, the vehicle must be placed on the lifting platform in such a way that the wheels have no contact with the ground.
- Proceed carefully when inspecting.

– Raise vehicle ⇒ Maintenance ; Booklet Octavia II .

– Actuate clutch pedal.

– Start engine.

– Engage 2nd gear.

– Pull on the handbrake and slowly apply the clutch.

- The engine must now stall.

If the engine has stopped, the four-wheel drive clutch is closed and functioning OK.

If the engine has not stopped, the four-wheel drive clutch is not closed.

Possible cause of fault:

♦ Main pressure regulating valve can clamp.

♦ Mechanical fault of the four-wheel drive clutch.

♦ Four-wheel drive control unit - J492- on rear final drive is defective.

6.3.2 Functional test of IV and V generation four-wheel drive clutch, final drive 0BR

The four-wheel drive clutch is checked during a test drive with the ⇒ Vehicle diagnostic tester.

- Observe safety measures ⇒ “1.2 Safety precautions during road tests in which testing and measuring equipment is used”, page 1 .

6.4 Checking oil level in the four-wheel drive clutch

Special tools and workshop equipment required

♦ Catch pan , e.g. -VAS 6208-

Oil specification ⇒ Electronic Catalogue of Original Parts .

– Measure oil temperature ⇒ Vehicle diagnostic tester.

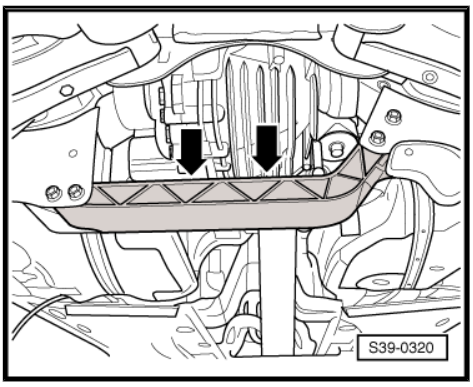
- The oil temperature must be between 20 and 40 °C.

- Vehicle on level ground.
- Final drive in fitting position.

The oil temperature can be increased by warming up the engine.

Vehicles with aluminium assembly carrier

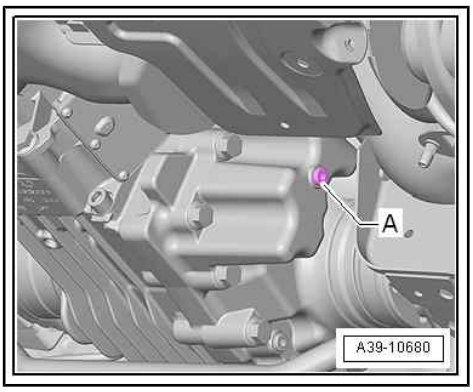
- If the oil gets onto the cross member or into the recesses at the cross member, the oil must be removed immediately.
- Always place a cloth on the cross member -arrows-.
- There is no cross member on vehicles with steel assembly carrier.



Continued for all vehicles

– Place a catch pan under the rear final drive.

– Unscrew screw for oil inspection -A-.



- The oil is at the correct level if the four-wheel drive clutch is filled up to the lower edge of the oil filler hole.

– If necessary, top up high-performance oil for four-wheel drive clutch
⇒ “6.5 Drain off and fill oil for four-wheel drive clutch”, page 107 .

– Screw in new plug -A- using a new sealing ring and tighten.

Tightening torques

♦ Oil inspection and filler plug
⇒ “5.1 Installation location overview - drain plug and check screw”, page 90

6.5 Drain off and fill oil for four-wheel drive clutch

Special tools and workshop equipment required

♦ Filling device for four-wheel drive clutch - VAS 6291-

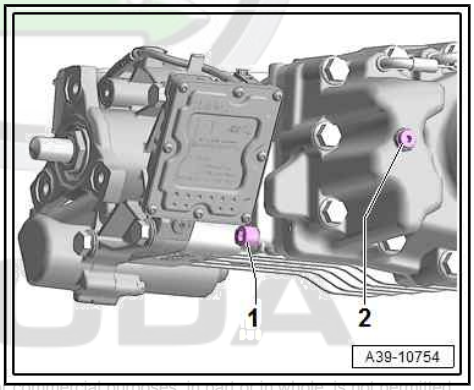
♦ Catch pan , e.g. -VAS 6208-

High-performance oil for four-wheel drive clutch ⇒ Electronic Catalogue of Original Parts

Drain oil

– Raise vehicle.

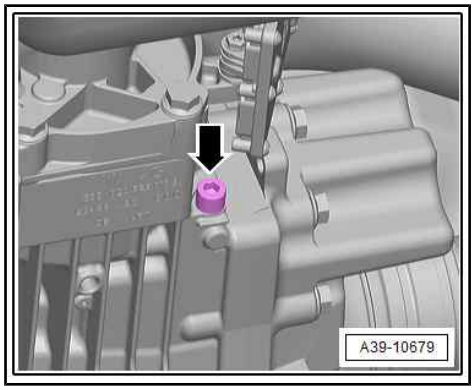
– Place catch pan under the drain plug for the four-wheel drive clutch -1-.



-2- - Oil filler plug for four-wheel drive clutch

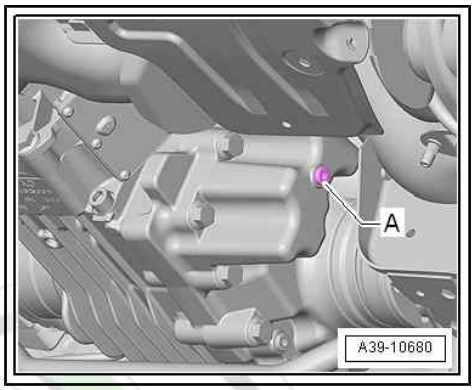
– Unscrew drain plug -arrow- and drain all oil from the four-wheel drive clutch.

– Screw in new drain plug with seal -arrow- and tighten.



Replenish oil

– Unscrew oil filler plug -A-.



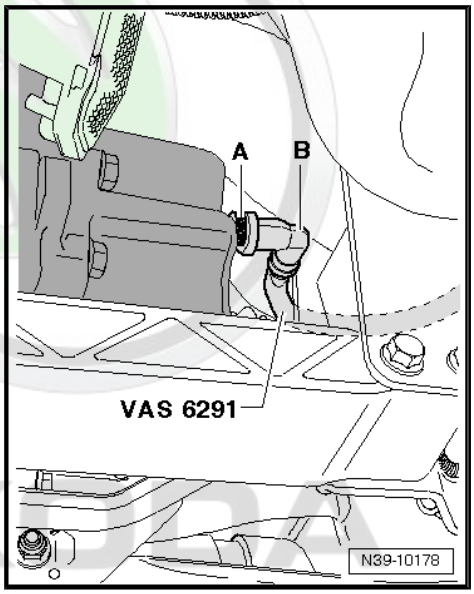
– Screw in the adapter -A- of the filling device - VAS 6291- into the filler hole up to the stop.

– Place angular piece -B- in position on adapter -A- and secure.

– Route hose of filling device above drive shaft and pull out of the vehicle.

• The hose must not sag. It must come out above the left rear wheel.

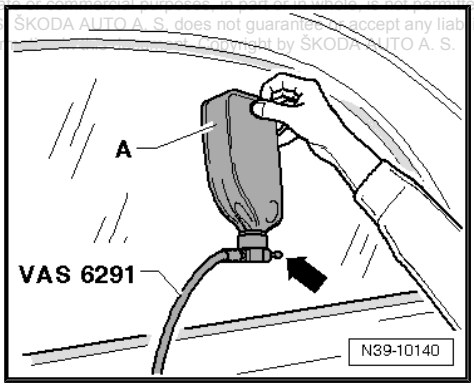
– Lower the vehicle.



• Make sure that the valve -arrow- of the filling device - VAS 6291- is closed before screwing on the reservoir.

– Screw oil reservoir -A- onto the filling device - VAS 6291- .

– Open valve -arrow- and hold oil reservoir as shown in the figure.



Then fill the four-wheel drive clutch with oil.

When the four-wheel drive clutch is filled, the oil level is above the adapter -A-.

– Raise vehicle.

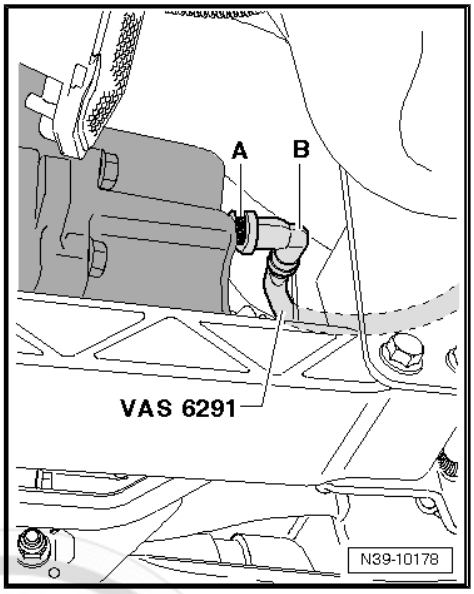
– Place oil reservoir below the level of the four-wheel drive clutch so that the excess oil flows back into the oil reservoir.

This ensures that the oil level of the four-wheel drive clutch is correct at the lower edge of the oil filler hole.

– If no more oil flows back, remove filling device - VAS 6291- .

– Checking oil level in the four-wheel drive clutch ⇒ “6.4 Checking oil level in the four-wheel drive clutch”, page 106 .

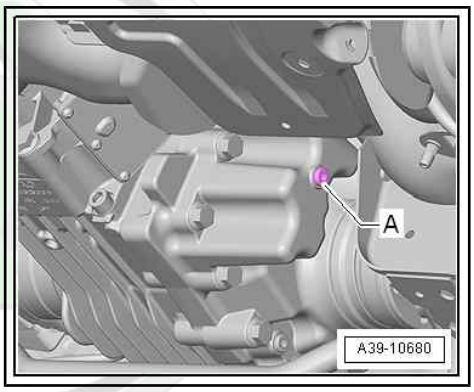
If the oil level is OK:



– Screw in new oil filler plug -A- and tighten.

Tightening torques

♦ Filler plug and drain plug for four-wheel drive clutch ⇒ “5.1 Installation location overview - drain plug and check screw”, page 90



6.6 removing and installing oil filter

Special tools and workshop equipment required

♦ Catch pan , e.g. -VAS 6208-

Removing

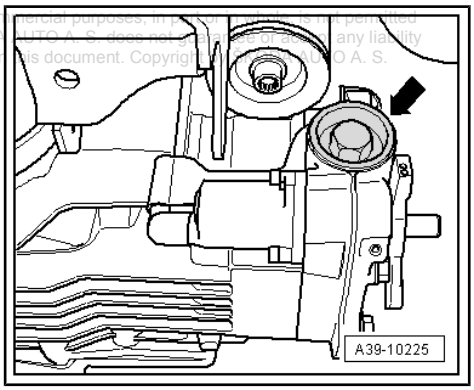
– Place a catch pan under the rear final drive.

– Unscrew cap -arrow-.

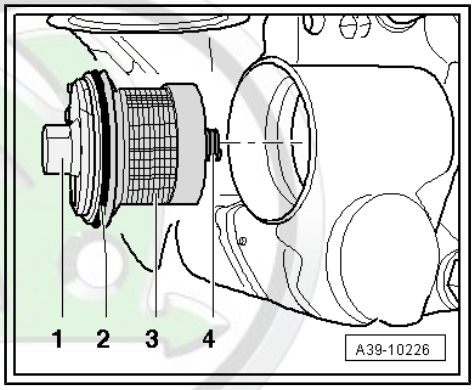
– Pull out oil filter unit.

Installing

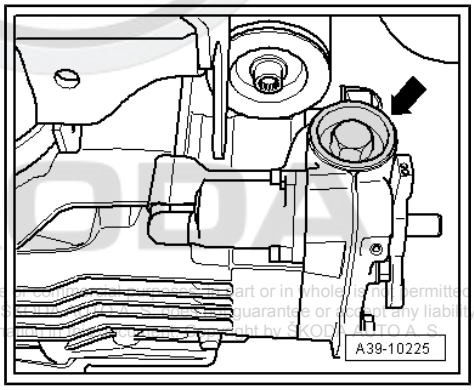
Installation is carried out in the reverse order. When installing, observe the following:



– Install O-ring -2- onto the oil filter carrier -1-.
– Insert connecting spring -4- into the oil filter -3-.



– Screw in screw cap -arrow- with a new O-ring and tighten.
– Checking oil level in the four-wheel drive clutch
⇒ “6.4 Checking oil level in the four-wheel drive clutch”, page 106 .



Tightening torques

♦ Screw cap for oil filter
⇒ “6.9 Disassembling and assembling coupling”, page 128 .

6.7 Removing and installing the pump for four-wheel drive clutch

⇒ “6.7.1 Removing and installing generation II four-wheel drive clutch pump, final drive 02D, 0AV, Octavia II”, page 110

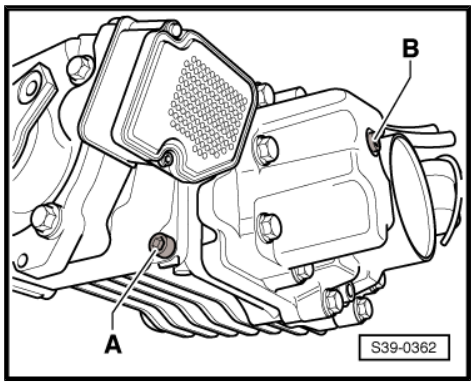
⇒ “6.7.2 Removing and installing generation IV four-wheel drive clutch pump, final drive 0BR, Octavia II, Superb II, Yeti, up to 10/2013”, page 112

⇒ “6.7.3 Removing and installing V generation four-wheel drive clutch pump, rear final drive 0BR, Yeti from 11/2013”, page 114

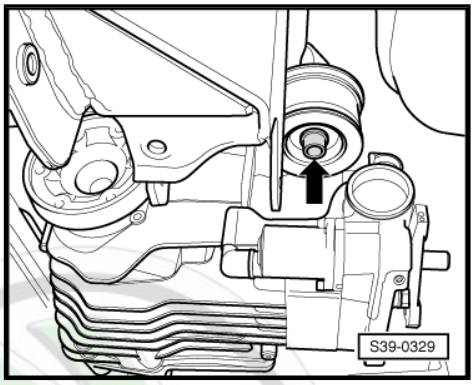
6.7.1 Removing and installing generation II four-wheel drive clutch pump, final drive 02D, 0AV, Octavia II

Removing

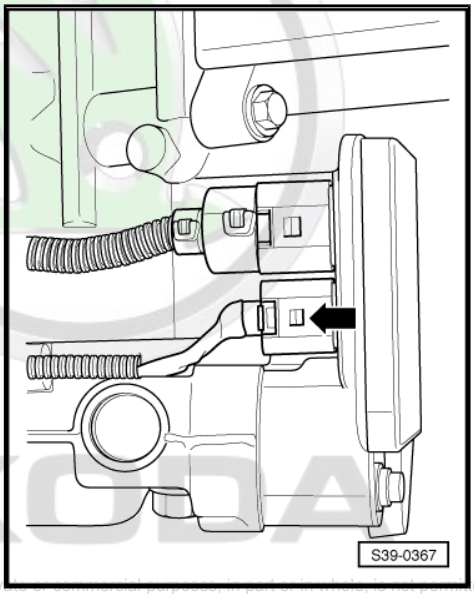
– Switch off ignition.
– Drain oil from the four-wheel drive clutch
⇒ “6.5 Drain off and fill oil for four-wheel drive clutch”, page 107 .
– Screw in new oil drain plug -A- and tighten.



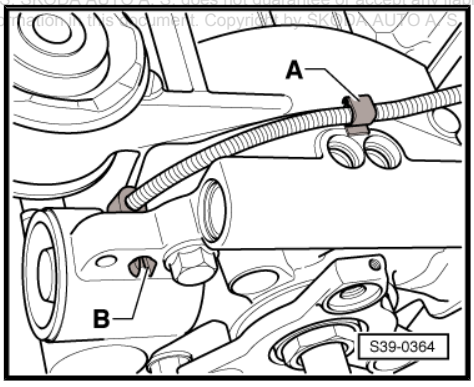
– Slightly lower the final drive, to do so the fixing screw must be released by approx. 7 turns at the front bracket of the final drive.



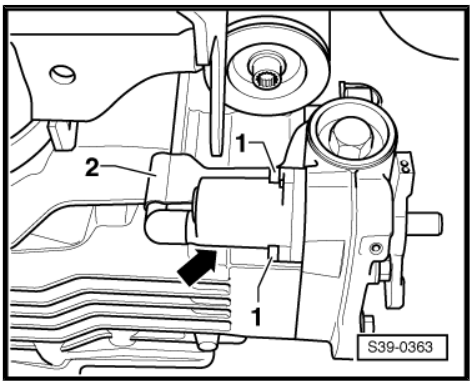
– Disconnect plug -arrow- for the pump from the control unit.



– Pull out wiring harness together with the holder -A- from the housing and expose.
– Compress catch pegs -B- and push as far as possible into the housing hole.



– Screw out the fixing screws of the pump -1-.
– Pull the pump -arrow- together with the cable protection -2- out of the housing for the four-wheel drive clutch.



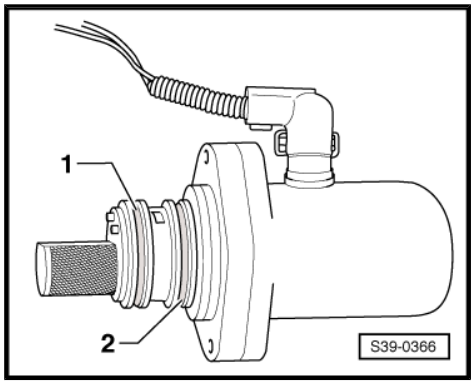
Installing

Installation is carried out in the reverse order. When installing, observe the following:

– Replace O-rings -1- and -2-.

– Coat O-rings -1- and -2- thinly with high-performance oil for four-wheel drive clutch .

– Fill oil for four-wheel drive clutch
⇒ “6.5 Drain off and fill oil for four-wheel drive clutch”, page 107 .



Tightening torques

- Rear final drive to assembly carrier ⇒ Chassis; Rep. gr. 42
- Pump to four-wheel drive clutch
⇒ “6.1.2 Summary of components - generation II four-wheel drive clutch, Octavia II”, page 94

6.7.2 Removing and installing generation IV four-wheel drive clutch pump, final drive 0BR, Octavia II, Superb II, Yeti, up to 10/2013

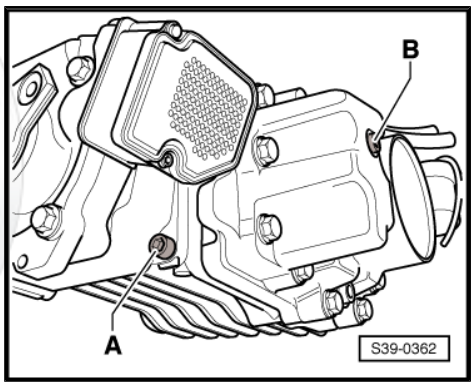
In Yeti vehicles with rear final drive 0BR, generation IV four-wheel drive clutch was installed up to production date 10/2013. From production date 11/2013, the generation V four-wheel drive clutch is installed. Assignment ⇒ Electronic Catalogue of Original Parts

Removing

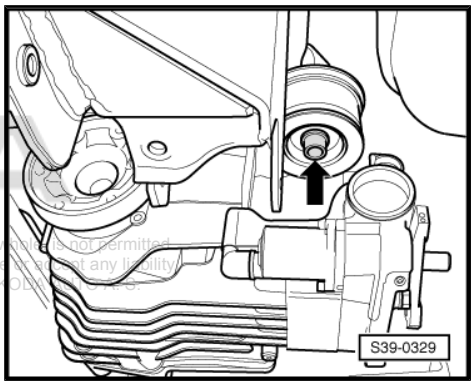
– Switch off ignition.

– Drain oil from the four-wheel drive clutch
⇒ “6.5 Drain off and fill oil for four-wheel drive clutch”, page 107 .

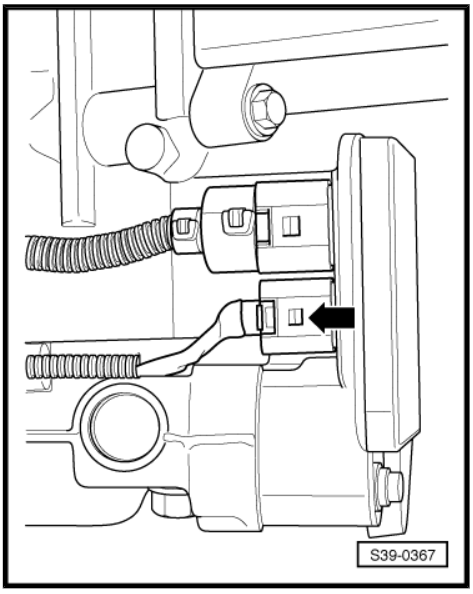
– Screw in new oil drain plug -A- and tighten.



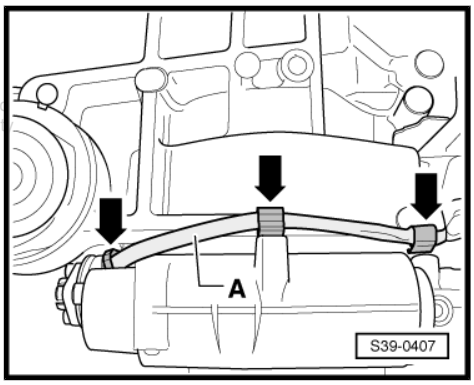
– Slightly lower the final drive, to do so the fixing screw -arrow- must be released by approx. 5 turns at the front bracket of the final drive.



– Disconnect plug -arrow- for the pump from the control unit.

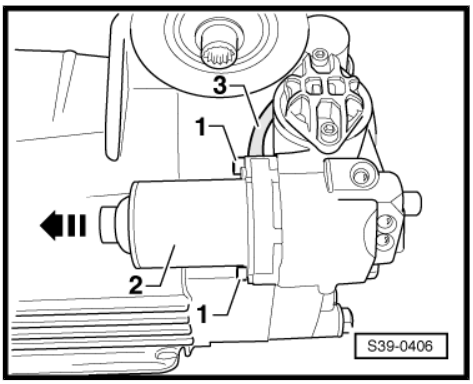


– Unclip the wiring harness -A- from the holders -arrows- and expose.



– Unscrew fixing screws -1- of the pump for four-wheel drive clutch - V181- -2-.

– Pull the pump for four-wheel drive clutch - V181- out of the clutch housing in -direction of arrow-, pulling through the wiring harness -3- at the same time.



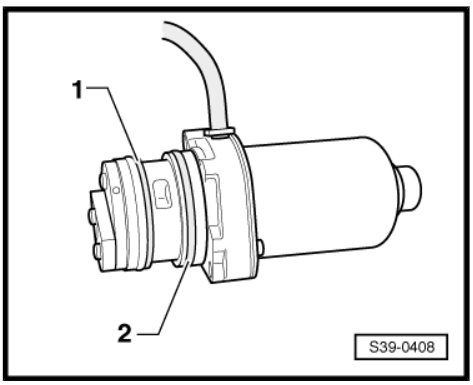
Installing

Installation is carried out in the reverse order. When installing, observe the following:

– Replace O-rings -1- and -2-.

– Coat O-rings -1- and -2- thinly with high-performance oil for four-wheel drive clutch .

– Fill oil for four-wheel drive clutch
⇒ “6.5 Drain off and fill oil for four-wheel drive clutch”, page 107 .



Tightening torques

- Rear final drive to assembly carrier ⇒ Chassis; Rep. gr. 42
- Pump to four-wheel drive clutch
⇒ “6.1.4 Summary of components - generation IV four-wheel drive clutch, Octavia II, Superb II, Yeti, up to 10/2013”, page 98

6.7.3 Removing and installing V generation four-wheel drive clutch pump, rear final drive 0BR, Yeti from 11/2013

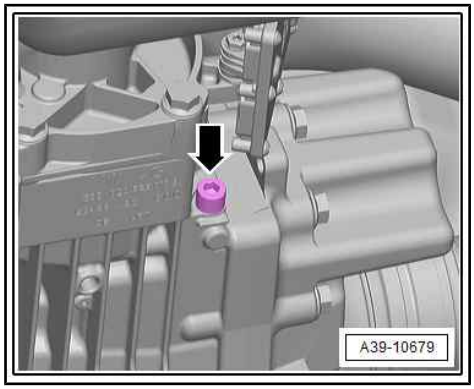
In Yeti vehicles with rear final drive 0BR, generation IV four-wheel drive clutch was installed up to production date 10/2013. From production date 11/2013, the generation V four-wheel drive clutch is installed. Assignment ⇒ Electronic Catalogue of Original Parts

Removing

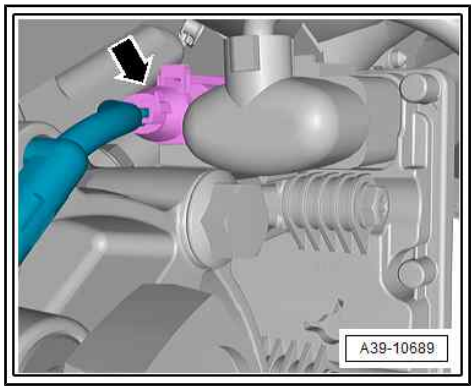
– Switch off ignition.

– Drain oil from the four-wheel drive clutch ⇒ “6.5 Drain off and fill oil for four-wheel drive clutch”, page 107 .

– Screw in new drain plug -arrow- with a new gasket ring.



– Disconnect the plug -arrow- of the pump for four-wheel drive clutch from four-wheel drive control unit .

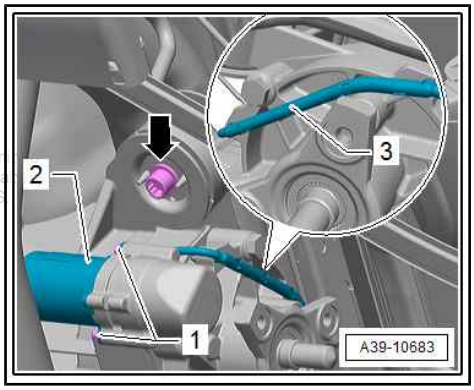


– Unclip electrical wiring harness -3- of the pump for four-wheel drive clutch from the housing and expose.

– Place a catch pan under the separation point.

– Unscrew screws -1- for pump for four-wheel drive clutch .

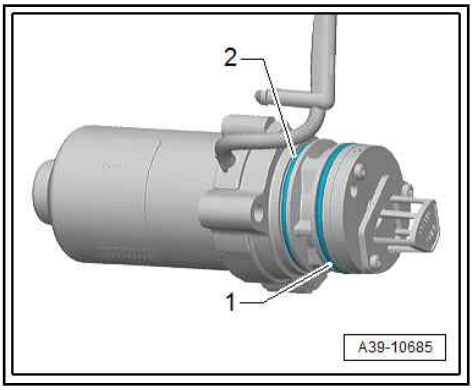
– Take out the pump for four-wheel drive clutch -2- from the housing for the four-wheel drive clutch.



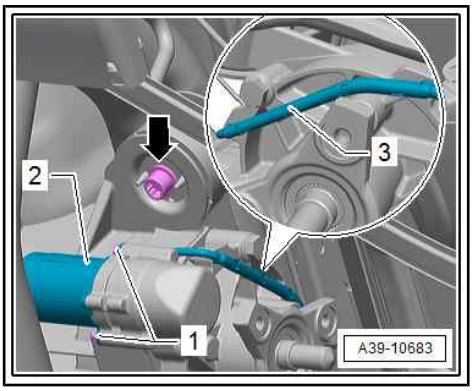
Installing

Installation is carried out in the reverse order. When installing, observe the following:

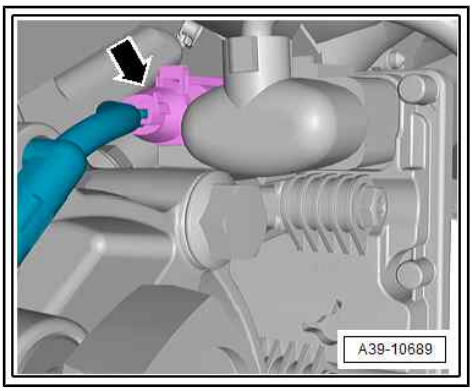
- Replace O-rings -1- and -2-.
- Coat O-rings -1- and -2- thinly with high-performance oil for four-wheel drive clutch before use.



– Push the pump for four-wheel drive clutch -2- into the housing for the four-wheel drive clutch up to the stop.
- Observe the correct routing of the electrical wiring harness -3-.
– Tighten screws -1-.
– Secure the electric wiring loom -3- to the final drive housing.



– Connect the plug -arrow- of the pump for four-wheel drive clutch to four-wheel drive control unit .
– Fill the four-wheel drive clutch with high-performance oil for four-wheel drive clutch
⇒ “6.4 Checking oil level in the four-wheel drive clutch”, page 106 .



Tightening torques

- ⇒ “5.1 Installation location overview - drain plug and check screw”, page 90 .

6.8 Removing and installing four-wheel drive clutch

⇒ “6.8.1 Removing and installing generation II four-wheel drive clutch, final drive 02D, 0AV, Octavia II”, page 115

⇒ “6.8.2 Removing and installing generation IV four-wheel drive clutch, final drive 0BR, Octavia II, Superb II, Yeti, up to 10/2013”, page 120

⇒ “6.8.3 Removing and installing V generation four-wheel drive clutch, final drive 0BR, Yeti from 11/2013”, page 125

6.8.1 Removing and installing generation II four-wheel drive clutch, final drive 02D, 0AV, Octavia II

Special tools and workshop equipment required

- Guide bars - T10093-
- Engine/gearbox jack , e.g. -V.A.G 1383A-
- Catch pan

- ♦ Counterholder - T10172-
- ♦ Adapter - T10172/5-
- • Rear final drive is installed.

Removing

– Raise vehicle.

NOTICE

Risk of damage to the decoupling element of the exhaust system.

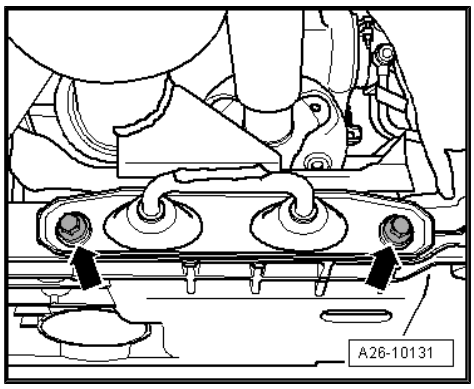
The decoupling element must not be bent or kinked by more than 10°.

- **– Do not load the decoupling element with tensile stress.**
- **– Do not bend the decoupling element excessively.**

– Separate exhaust system at the clamping sleeve and remove bracket for the exhaust system from the assembly carrier ⇒ Engine; Rep. gr. 26 .

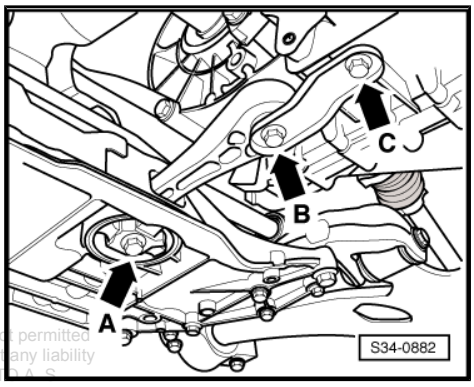
– Tie up pre-exhaust pipe.

– Remove the rear part of the exhaust gas system ⇒ Engine; Rep. gr. 26 .



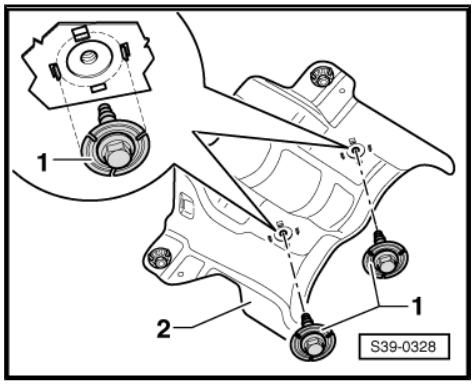
– Remove pendulum support from gearbox, to do so release the bolts -B-and arrow -C-.

• Do not release screw -arrow A-.

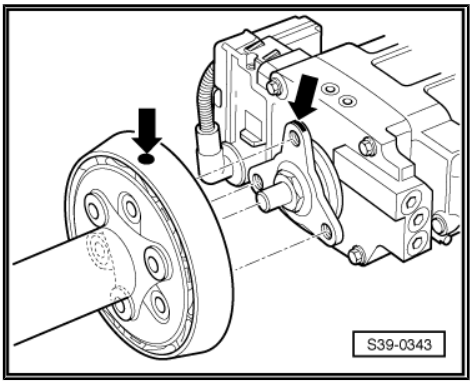


– Remove the heat shield -2- below the propshaft, to do so release the screws -1-.

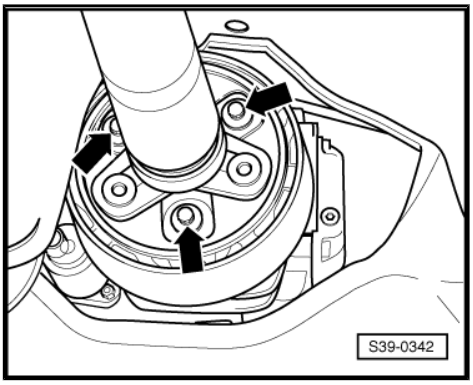
• After removing the heat shield screw on again by hand the intermediate bearing of the propshaft with the screws -1-.



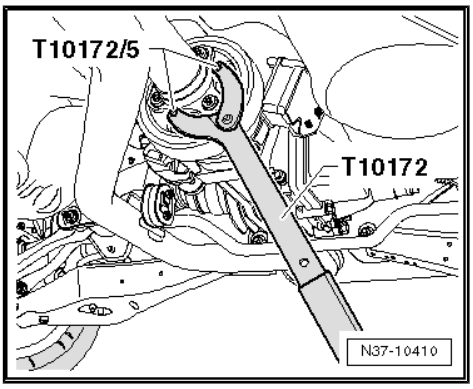
– Check if a marking (colour point) is present on the flexible disk/ oscillation damper and on the flange of the four-wheel drive clutch -arrows-. If not, mark the position of the flexible disk and the flange on the four-wheel drive clutch to each other -arrows-.



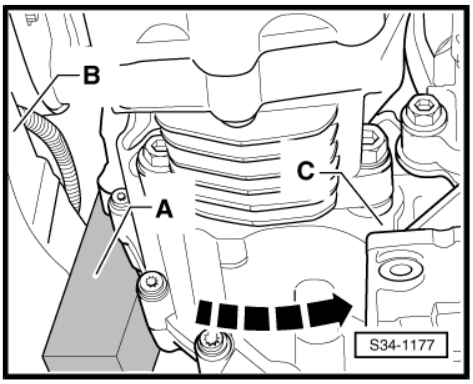
– Unscrew propshaft with flexible disk and oscillation damper from rear final drive -arrows-.



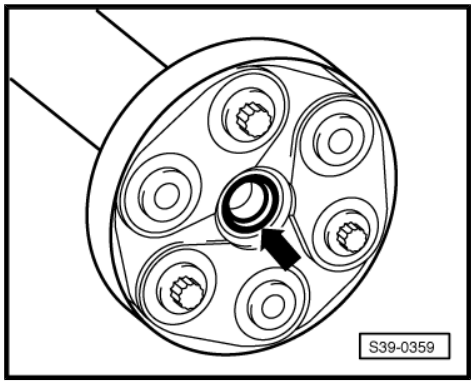
When loosening and tightening, counterhold the propshaft on the rear final drive.



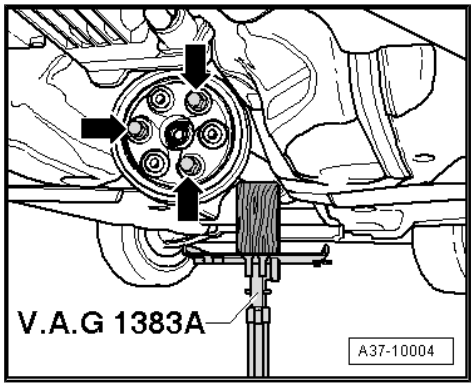
– With the aid of a 2nd mechanic, press the engine/gearbox unit forwards in -direction of arrow- and place a suitable wooden wedge -A- (around 50 mm thick) between the assembly carrier -B- and gearbox -C-.
– While doing so, remove the propshaft from the flange at the four-wheel drive clutch (centering stud) on the rear final drive.



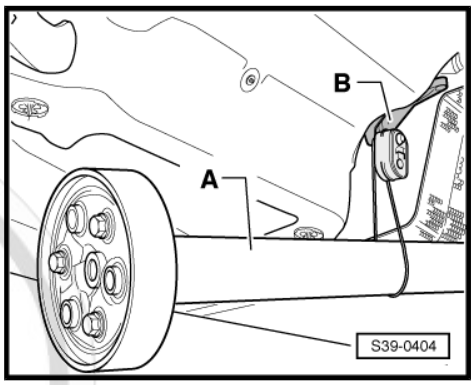
- Do not tilt propshaft when removing, pull off horizontally from centering stud of rear final drive. The gasket ring/centering bushing -arrow- must not be damaged, otherwise the propshaft has to be replaced.



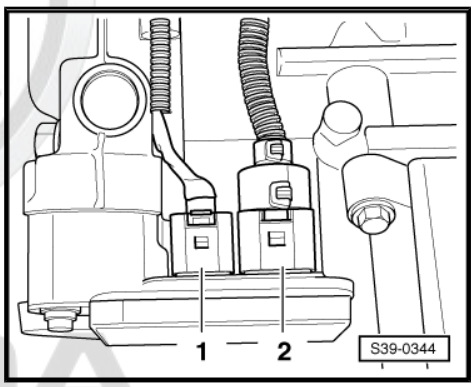
– Support propshaft with engine/gearbox jack , e.g. -V.A.G 1383A - .



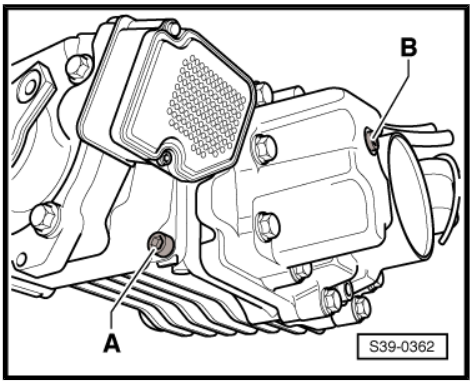
– Tie up the rear part of the propshaft -A- for the suspension -B- of the exhaust gas system.



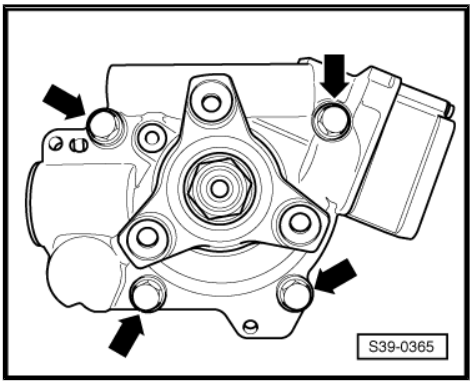
– Disconnect plug connection -2-.
– Place catch pan under the final drive.



– Release oil check screw -B-.
– Unscrew oil drain plug -arrow- and drain all oil from the four-wheel drive clutch.
– Screw in new oil drain plug -A- using a new sealing ring and tighten to tightening torque.



– Unscrew fixing screws -arrows- and pull four-wheel drive clutch out of the rear final drive.

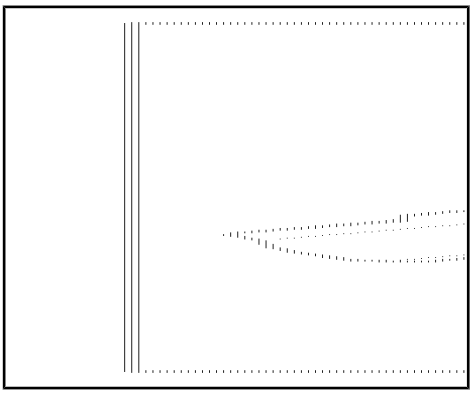


– Remove the previously installed O-ring -arrow- from the four-wheel drive clutch.

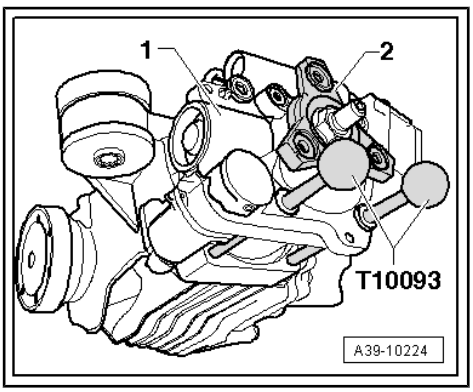
Installing

Installation is carried out in the reverse order. When installing, observe the following:

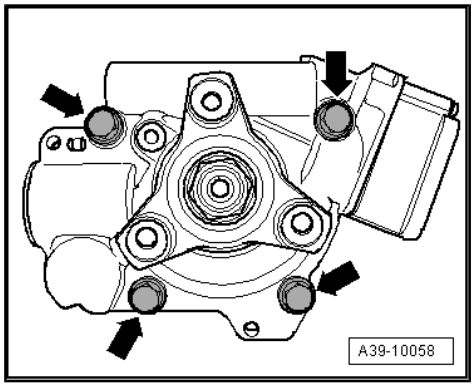
– Insert a new O-ring and lightly oil with oil for four-wheel drive clutch.



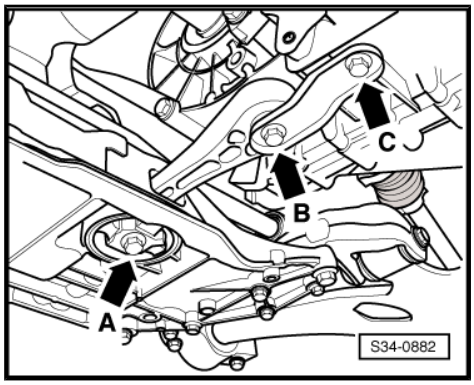
– Insert four-wheel drive clutch -1- into the rear final drive. Screw in guide bars - T10093- for precise guidance.
– Turn at flange/propshaft -2- and insert four-wheel drive clutch up to the stop.



– Unscrew guide bars - T10093- and tighten screws -arrows- to specified tightening torque.
– Install propshaft at rear final drive
⇒ “1.3 Removing and installing propshaft”, page 26 .

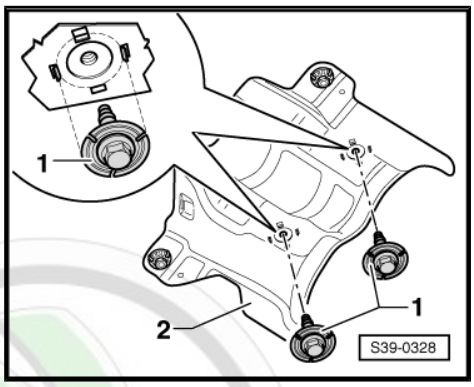


– Tighten the pendulum support with new screws -B- and -C- on the gearbox. Tightening torques ⇒ Engine; Rep. gr. 10 .
– Align intermediate bearing free of stress and tighten. Tightening torque ⇒ “1.4 Repairing propshaft”, page 43 .



When screwing the heat shield -2- with the intermediate bearing make sure that the screws -1- are within the four centering tabs.

– Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26 .
– Check the oil level in the four-wheel drive clutch, top up with oil if necessary
⇒ “6.4 Checking oil level in the four-wheel drive clutch”, page 106 .



Tightening torques

- Propshaft to rear final drive
⇒ “1.1 Summary of components - propeller shaft”, page 16
- Four-wheel drive clutch to rear final drive
⇒ “6.1 Summary of components - four-wheel drive clutch”, page 92 .
- Oil inspection and oil drain plugs
⇒ “5.1 Installation location overview - drain plug and check screw”, page 90

6.8.2 Removing and installing generation IV four-wheel drive clutch, final drive 0BR, Octavia II, Superb II, Yeti, up to 10/2013

Special tools and workshop equipment required

- Guide bars - T10093-
- Engine/gearbox jack , e.g. -V.A.G 1383A-
- Catch pan
- Counterholder - T10172-
- Adapter - T10172/5-

In Yeti vehicles with rear final drive 0BR, generation IV four-wheel drive clutch was installed up to production date 10/2013. From

production date 11/2013, the generation V four-wheel drive clutch is installed. Assignment ⇒ Electronic Catalogue of Original Parts

- Rear final drive is installed.

Removing

– Raise vehicle.

NOTICE

Risk of damage to the decoupling element of the exhaust system.

The decoupling element must not be bent or kinked by more than 10°.

– Do not load the decoupling element with tensile stress.

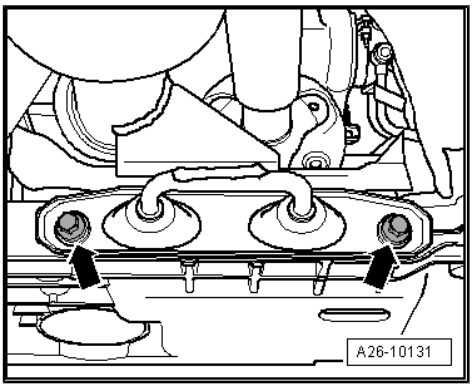
– Do not bend the decoupling element excessively.

– Separate exhaust system at the clamping sleeve and remove bracket for the exhaust system from the assembly carrier ⇒ Engine; Rep. gr. 26 .

– Tie up pre-exhaust pipe.

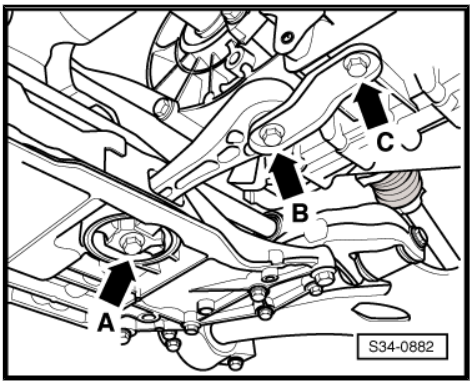
– Remove the rear part of the exhaust gas system ⇒ Engine; Rep. gr. 26 .

– Remove the heat shield below the propshaft.

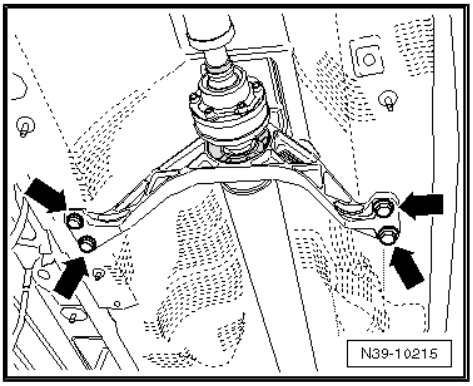


– Remove pendulum support from gearbox, to do so release the bolts -B-and arrow -C-.

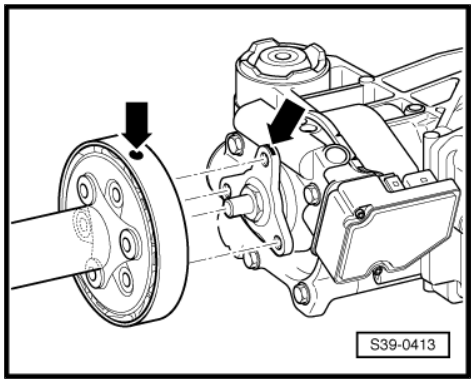
- Do not release screw -arrow A-.



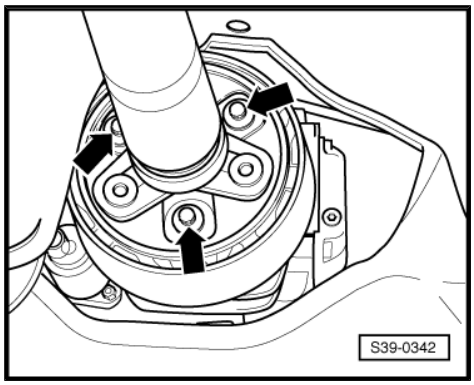
– Slacken the intermediate bearing of the propshaft from the body by approx. 4 turns -arrows-.



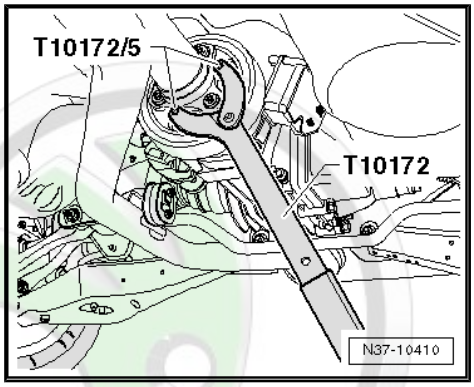
– Check if a marking (colour point) is present on the flexible disk/ oscillation damper and on the flange of the four-wheel drive clutch -arrows-. If not, mark the position of the flexible disk and the flange on the four-wheel drive clutch to each other -arrows-.



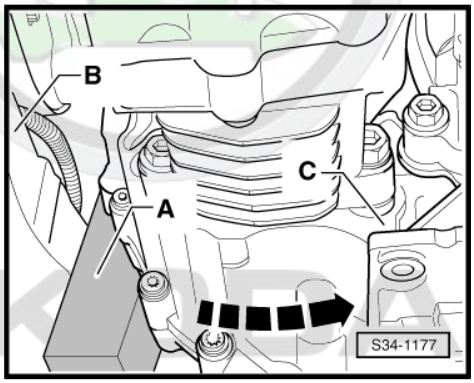
– Unscrew propshaft with flexible disk and oscillation damper from rear final drive -arrows-.



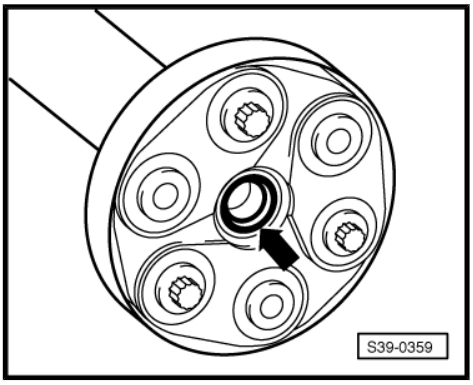
When loosening and tightening, counterhold the propshaft on the rear final drive.



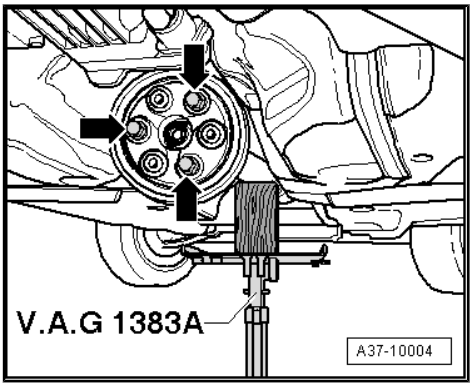
– With the aid of a 2nd mechanic, press the engine/gearbox unit forwards in -direction of arrow- and place a suitable wooden wedge -A- (around 50 mm thick) between the assembly carrier -B- and gearbox -C-.
– While doing so, remove the propshaft from the flange at the four-wheel drive clutch (centering stud) on the rear final drive.



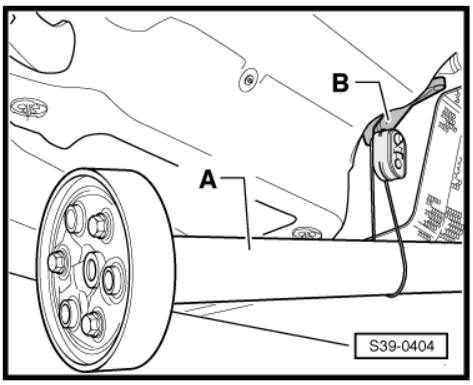
- Do not tilt propshaft when removing, pull off horizontally from centering stud of rear final drive. The gasket ring/centering bushing -arrow- must not be damaged, otherwise the propshaft has to be replaced.



– Support propshaft with engine/gearbox jack , e.g. -V.A.G 1383A - .

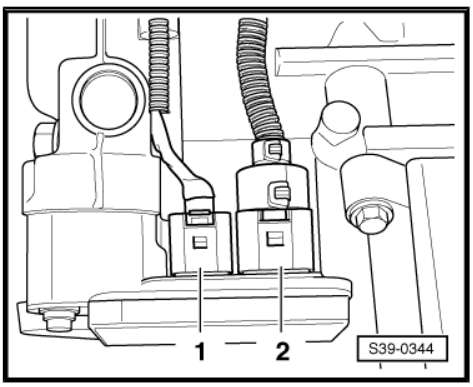


– Tie up the rear part of the propshaft -A- for the suspension -B- of the exhaust gas system.

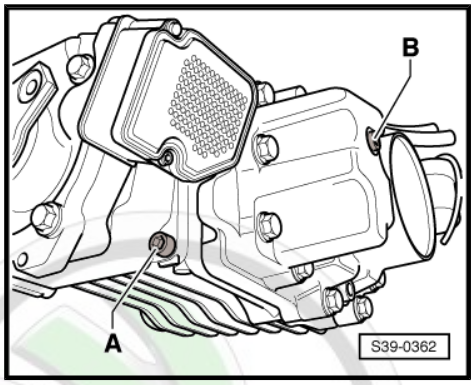


– Disconnect plug connection -2-.

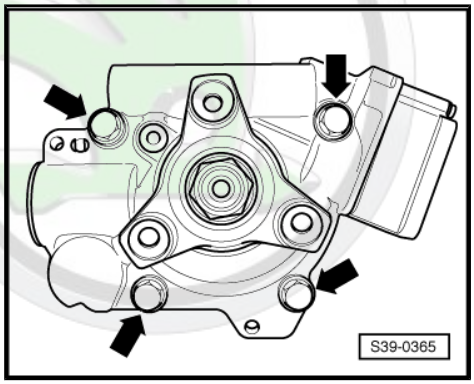
– Place catch pan under the final drive.



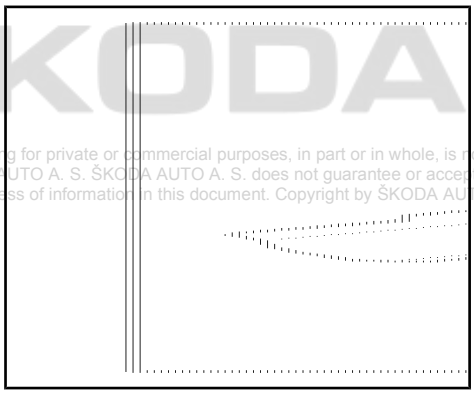
– Release oil check screw -B-.
– Unscrew oil drain plug -arrow- and drain all oil from the four-wheel drive clutch.
– Screw in new oil drain plug -A- using a new sealing ring and tighten to tightening torque.



– Unscrew fixing screws -arrows- and pull four-wheel drive clutch out of the rear final drive.



– Remove the previously installed O-ring -arrow- from the four-wheel drive clutch.

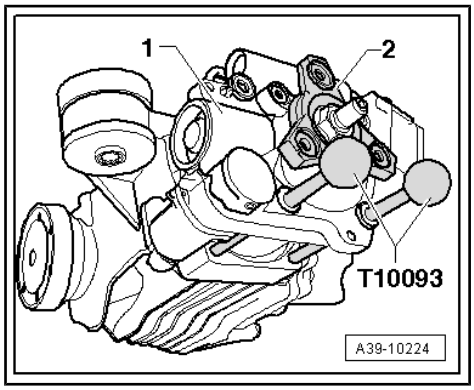


Installing

Installation is carried out in the reverse order. When installing, observe the following:

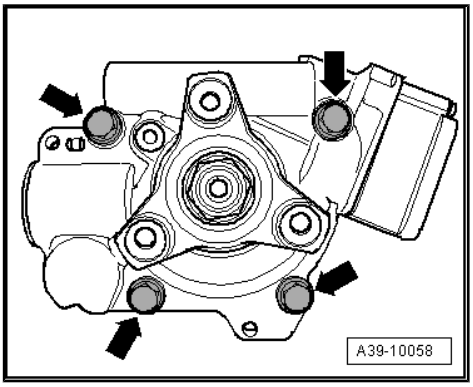
– Insert a new O-ring and lightly oil with oil for four-wheel drive clutch.

– Insert four-wheel drive clutch -1- into the rear final drive.
• Screw in guide bars - T10093- for precise guidance.
– Turn at flange/propshaft -2- and insert four-wheel drive clutch up to the stop.

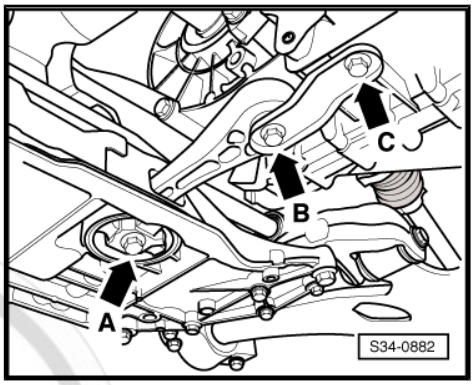


– Unscrew guide bars - T10093- and tighten screws -arrows- to specified tightening torque.

– Install propshaft at rear final drive
⇒ “1.3 Removing and installing propshaft”, page 26 .



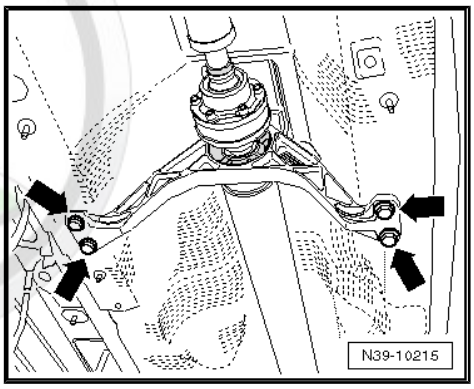
– Tighten the pendulum support with new screws -B- and -C- on the gearbox. Tightening torques ⇒ Engine; Rep. gr. 10 .



– Align intermediate bearing free of stress and tighten. Tightening torque ⇒ “1.4 Repairing propshaft”, page 43 .

– Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26 .

– Check the oil level in the four-wheel drive clutch, top up with oil if necessary
⇒ “6.4 Checking oil level in the four-wheel drive clutch”, page 106 .



Tightening torques

- Propshaft to rear final drive
⇒ “1.1 Summary of components - propeller shaft”, page 16
- Four-wheel drive clutch
⇒ “6.1 Summary of components - four-wheel drive clutch”, page 92
- Oil inspection and oil drain plugs
⇒ “5.1 Installation location overview - drain plug and check screw”, page 90

6.8.3 Removing and installing V generation four-wheel drive clutch, final drive 0BR, Yeti from 11/2013

Special tools and workshop equipment required

- Guide bars - T10093-
- counterholder - T10172- with adapters - T10172/5-
- Used oil collector and extractor - V.A.G 1782-

In Yeti vehicles with rear final drive 0BR, generation IV four-wheel drive clutch was installed up to production date 10/2013. From production date 11/2013, the generation V four-wheel drive clutch is installed. Assignment ⇒ Electronic Catalogue of Original Parts

- Rear final drive is installed.

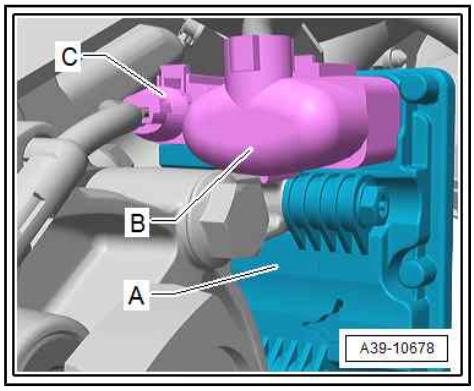
Removing

– Remove propshaft from rear final drive
⇒ “1.2 Removing and installing propshaft from rear final drive”, page 21 .

– Disconnect plug -B- from four-wheel drive control unit - J492- -A-.

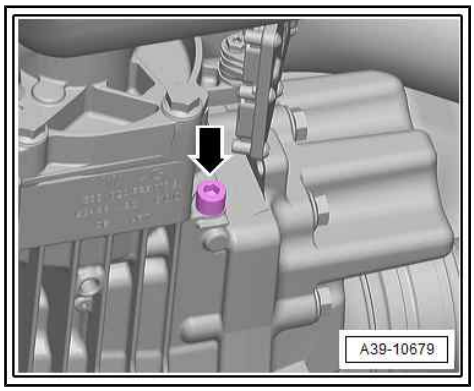
- Do not disconnect plug connection -C-.

– Place used oil collector and extractor - V.A.G 1782- under the four-wheel drive clutch.



– Unscrew drain plug -arrow- and drain all oil from the four-wheel drive clutch.

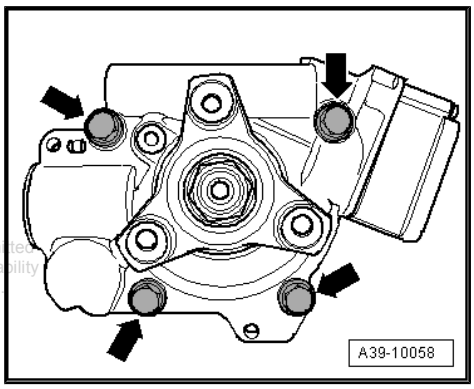
– Screw in new drain plug -arrow- with a new gasket ring.



– Unscrew fixing screws -arrows- and pull four-wheel drive clutch out of the rear final drive.

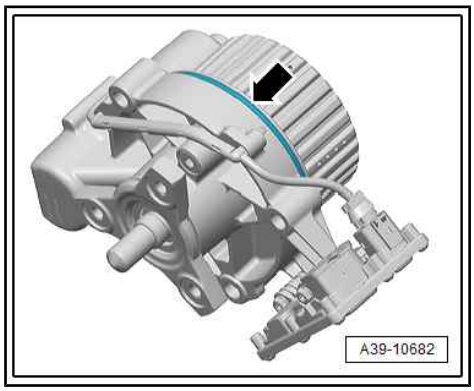
Installing

Installation is carried out in the reverse order. When installing, observe the following:

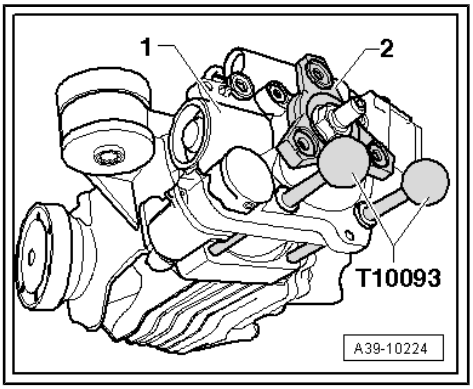


– Replace O-Ring -arrow- for four-wheel drive clutch.

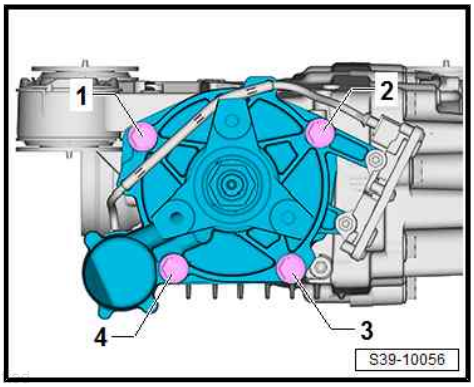
- Coat new O-ring with high-performance oil for four-wheel drive clutch before inserting.



– Insert four-wheel drive clutch -1- with guide bars - T10093- into the rear final drive and screw the guide bars into the holes in the final drive.
– Turn propshaft flange -2- and push four-wheel drive clutch up to the stop.

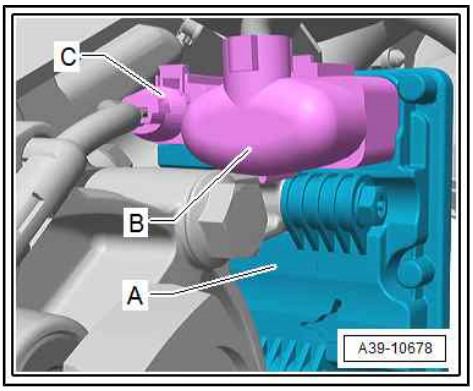


Tightening sequence of screws for four-wheel drive clutch.



1.	– Screw in screws -1- and -2- by hand up to the stop.
2.	– Remove guide bars - T10093- at Pos. -3- and -4- one after the other, replace with screws and then screw in to the stop by hand.
3.	– Tighten screws to tightening torque in order in the sequence -1-, -3-, -2- and -4-. • Tightening torque 50 Nm

– Connect plug -B- to four-wheel drive control unit - J492- -A-.
• Plug -C- is connected.
– Install propshaft to rear final drive
⇒ “1.2 Removing and installing propshaft from rear final drive”, page 21 .
– Fill oil for four-wheel drive clutch
⇒ “6.5 Drain off and fill oil for four-wheel drive clutch”, page 107 .



Tightening torques

◆ ⇒ “6.1 Summary of components - four-wheel drive clutch”, page 92 .
◆ ⇒ “5.1 Installation location overview - drain plug and check screw”, page 90 .

6.9 Disassembling and assembling coupling

⇒ "6.9.1 Replacing generation II four-wheel drive clutch grooved ball bearing, final drive 02D, 0AV, Octavia II", page 128

6.9.1 Replacing generation II four-wheel drive clutch grooved ball bearing, final drive 02D, 0AV, Octavia II

Special tools and workshop equipment required

- Counterholder - T10172-
- Adapter - T10172/5-
- Engine and gearbox jack - V.A.G 1383 A-
- Tensioning strap - T10038-
- Rig tool - T30004 (3415)-
- Three-arm extractor e. g. -VAS 251 201- or -Kukko 12-1-
- Ejection lever - MP3-418 (VW 681)-
- Two-arm extractor e. g. -VAS 251 001- or -Kukko 20-10-
- Pressure plate - MP3-407 (VW 402)-
- Pressure spindle - MP3-408 (VW 412)-
- Pipe - T30034 (41 - 501)-
- Pressure spindle - T30055 (3296)-
- Assembly tool - T10030-
- Pressure spindle - T10019-
- Pipe - MP3-409 (VW 418 A)-
- Thrust piece - MP3-411 (VW 454)-
- Thrust piece - MP3-453 (VW 431)-
-
- Locking agent - D 000 600-
- Catch pan
- Allan screw M8 x 15
- Screw M10 x 25

Removing

– Raise vehicle.

NOTICE

Risk of damage to the decoupling element of the exhaust system.

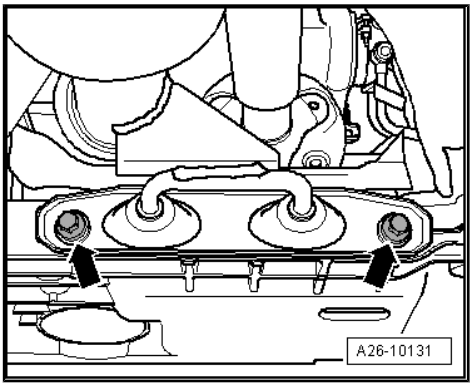
The decoupling element must not be bent or kinked by more than 10°.

– **Do not load the decoupling element with tensile stress.**
– **Do not bend the decoupling element excessively.**

– Separate exhaust system at the clamping sleeve and remove bracket for the exhaust system from the assembly carrier ⇒ Engine; Rep. gr. 26 .

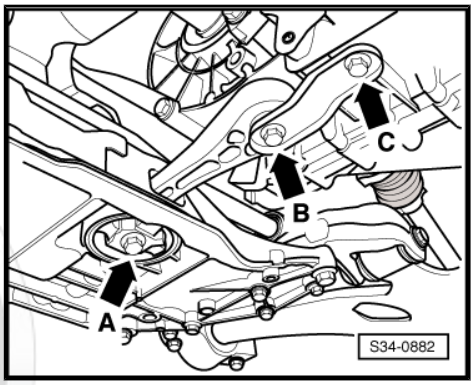
– Tie up pre-exhaust pipe.

– Remove the rear part of the exhaust gas system ⇒ Engine; Rep. gr. 26 .



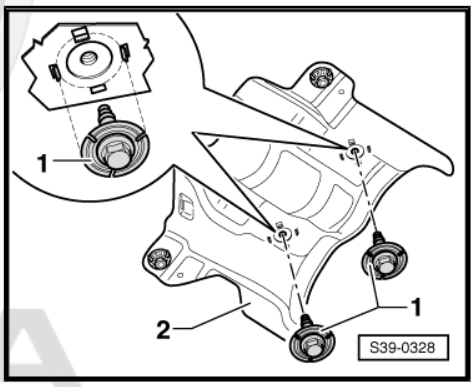
– Remove pendulum support from gearbox. to do so release the bolts -arrow B- and -arrow C-.

• Do not release screw -arrow A-.

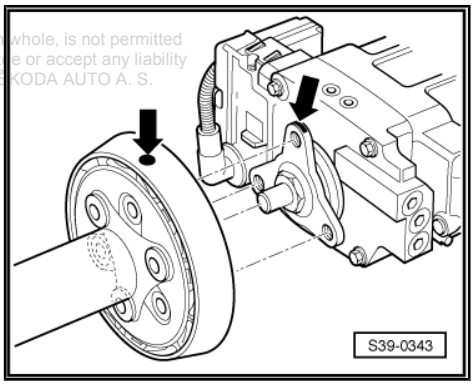


– Remove the heat shield -2- below the propshaft, to do so release the screws -1-.

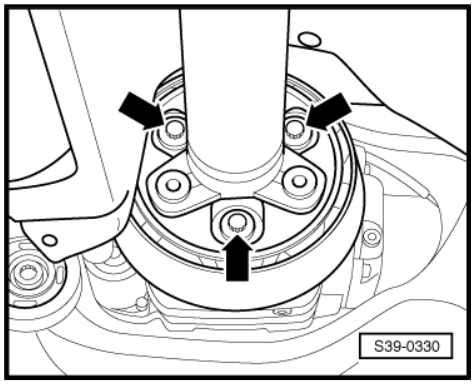
• After removing the heat shield screw on again the intermediate bearing of the propshaft -arrow- with the screws -1- by hand until the intermediate bearing can be moved.



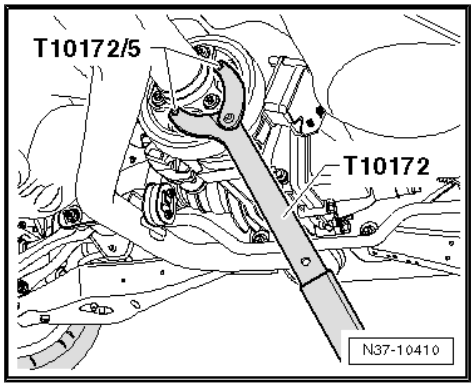
– Check if a marking (colour point) is present on the flexible disk/ oscillation damper and on the flange of the four-wheel drive clutch -arrows-. If not, mark the position of the flexible disk and the flange on the four-wheel drive clutch to each other -arrows-.



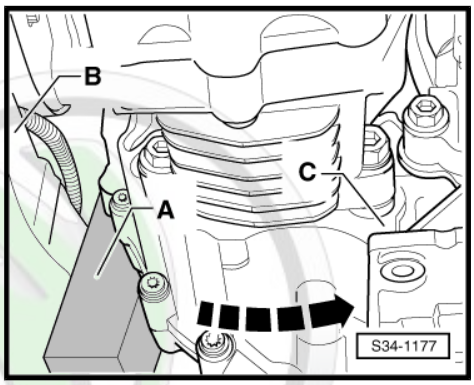
– Unscrew propshaft with flexible disk and oscillation damper from rear final drive -arrows-.



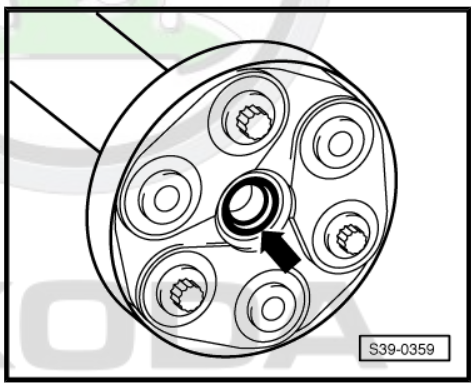
When loosening and tightening, counterhold the propshaft on the rear final drive.



– With the aid of a 2nd mechanic, press the engine/gearbox unit forwards in -direction of arrow- and place a suitable wooden wedge -A- (around 50 mm thick) between the assembly carrier -B- and gearbox -C-.
– While doing so, remove the propshaft from the flange at the four-wheel drive clutch (centering stud) on the rear final drive.



• Do not tilt propshaft when removing, pull off horizontally from centering stud of final drive towards the rear. The gasket ring in the centering bush -arrow- must not be damaged, otherwise the propshaft must be replaced.



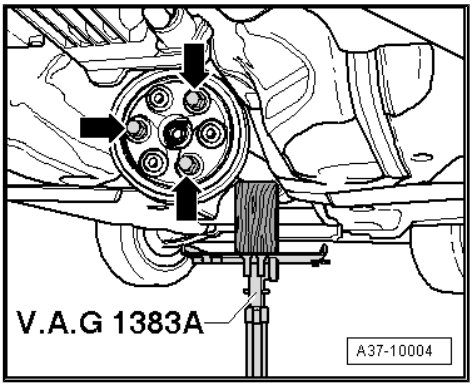
– Support propshaft.

DANGER

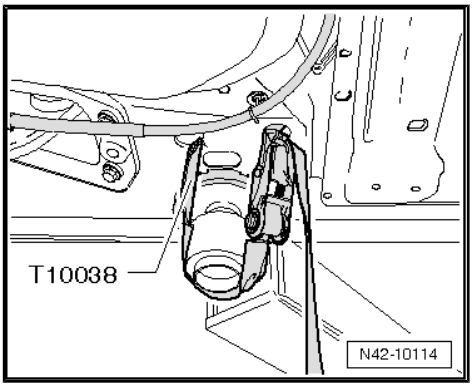
There is a risk that the vehicle will fall down off the lifting platform.

If the vehicle is not securely lashed, there is a risk of the vehicle falling down from the lift platform.

– **Secure the vehicle on both sides to the supporting arms of the lift platform.**



– Lash the vehicle securely to the lift platform using tensioning straps - T10038- .



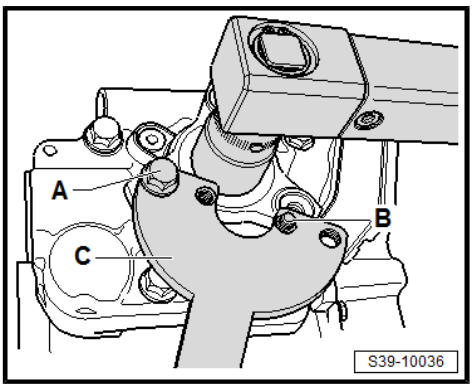
– Loosen and unscrew nut at flange of four-wheel drive clutch.

A - Screw M10 x 25

B - Allen screw M8 x 15 (is screwed in from the reverse side into the counterholder - T30004-)

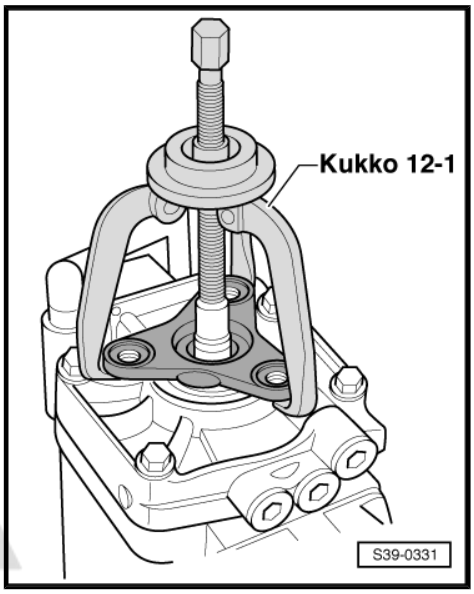
C - Counterholder - T30004-

– Remove flange for four-wheel drive clutch.



• If there is any resistance, use the three arm puller , e. g. -VAS 251 201- or -Kukko 12-1- .

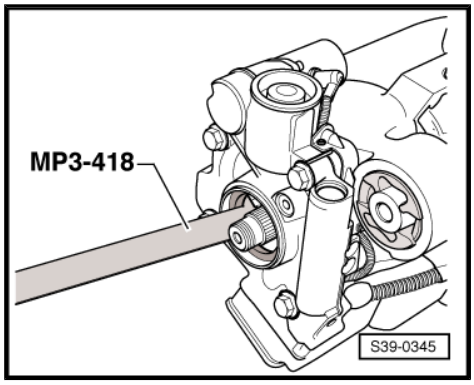
– Place a catch pan under the rear final drive.



– Pull out gasket ring with ejection lever - MP3-418- .

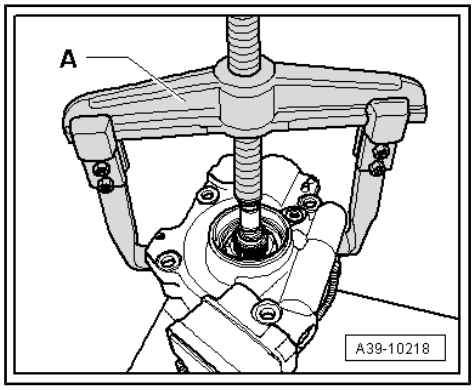
– Remove the four-wheel drive clutch
⇒ “6.8.1 Removing and installing generation II four-wheel drive clutch, final drive 02D, 0AV, Octavia II”, page 115 .

– Lay four-wheel drive clutch onto a clean work bench.

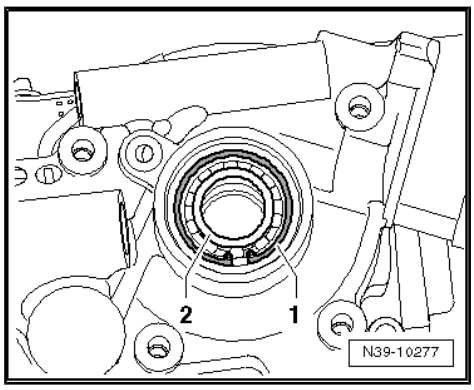


– Remove housing of four-wheel drive clutch.

A - Two-arm extractor e. g. -VAS 251 001- or -Kukko 20-10-



– Install circlip -1- for grooved ball bearing -2-.



– Press off grooved ball bearing.

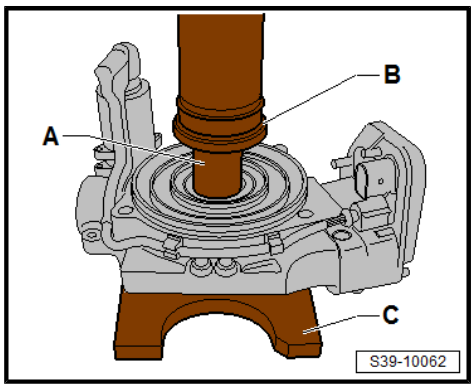
A - Pipe - T30034-

B - Pressure spindle - MP3-408-

C - Pressure plate - MP3-407-

Installing

- Before pressing on, heat the tapered-roller bearing e.g. with the hot-air blower to approx. 80 °C.



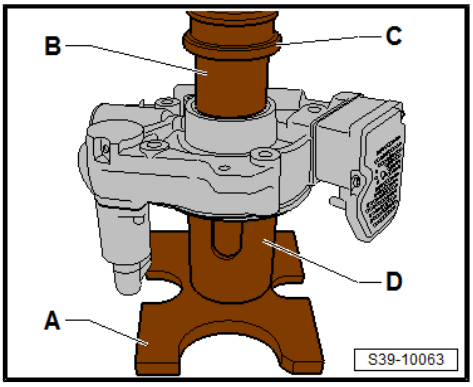
– Press on new grooved ball bearing up to the stop.

A - Pressure plate - MP3-407-

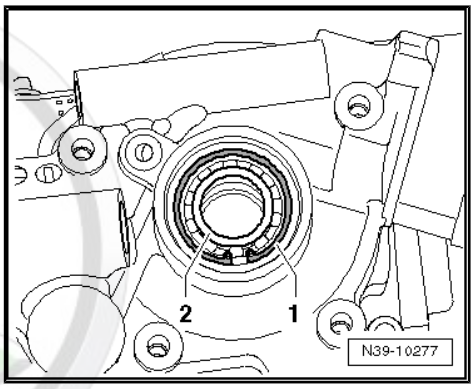
B - Pressure spindle - T30055-

C - Pressure spindle - MP3-408-

D - Assembly tool - T10030/6-



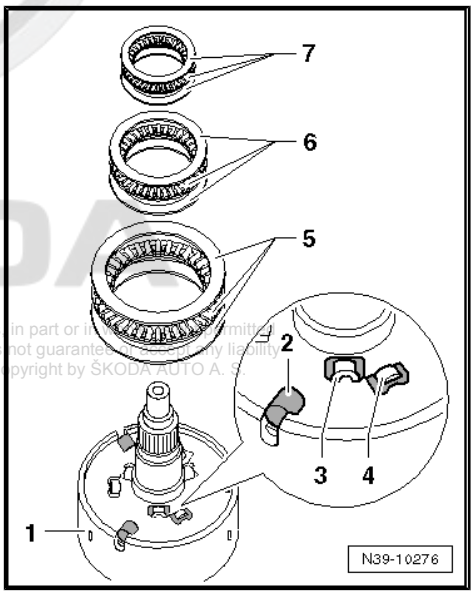
– Insert circlip -1-.



– Centre the axial needle bearing -5…7- onto the plate clutch -1-.

– Place the housing for the four-wheel drive clutch onto the plate clutch -1- by hand.

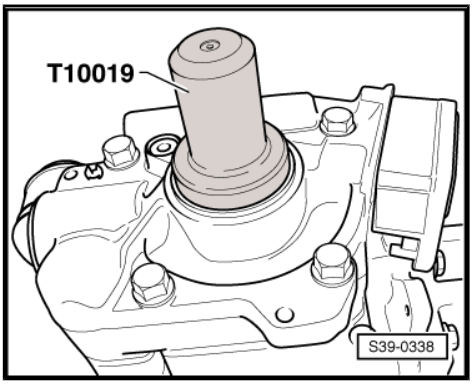
• The axial needle bearings -5…7- must not change their centered position when placing on the housing.



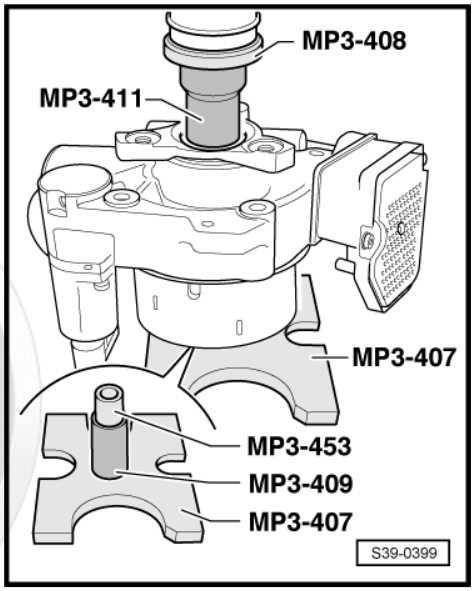
– Drive in new sealing ring with thrust piece - T10019- up to the stop.

• Lightly oil new sealing ring with oil for four-wheel drive clutch before installing.

• Keep the sealing ring straight.



– Press on cardan shaft flange.

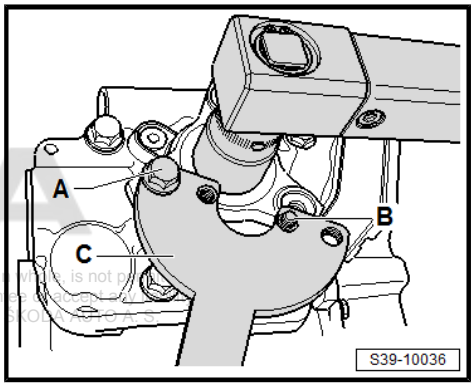


– Then screw in new nut using locking agent - D 000 600- and tighten.

A - Screw M10 x 25

B - Allen screw M8 x 15 (is screwed in from the reverse side into the counterholder - T30004-)

C - Counterholder - T30004-



– Install four-wheel drive clutch
⇒ “6.8.1 Removing and installing generation II four-wheel drive clutch, final drive 02D, 0AV, Octavia II”, page 115 .

– Install propshaft at rear final drive
⇒ “1.3 Removing and installing propshaft”, page 26 .

– Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26 .

– Check the oil level in the four-wheel drive clutch, top up with oil if necessary
⇒ “6.4 Checking oil level in the four-wheel drive clutch”, page 106 .

6.10 Removing and installing control unit

⇒ “6.10.1 Removing and installing generation II four-wheel drive clutch control unit, final drive 02D, 0AV, Octavia II”, page 134

⇒ “6.10.2 Removing and installing generation IV four-wheel drive clutch control unit, final drive 0BR, Octavia II, Superb II, Yeti, up to 10/2013”, page 137

⇒ “6.10.3 Removing and installing V generation four-wheel drive clutch control unit, Yeti, from 11/2013”, page 139

6.10.1 Removing and installing generation II four-wheel drive clutch control unit, final drive 02D, 0AV, Octavia II

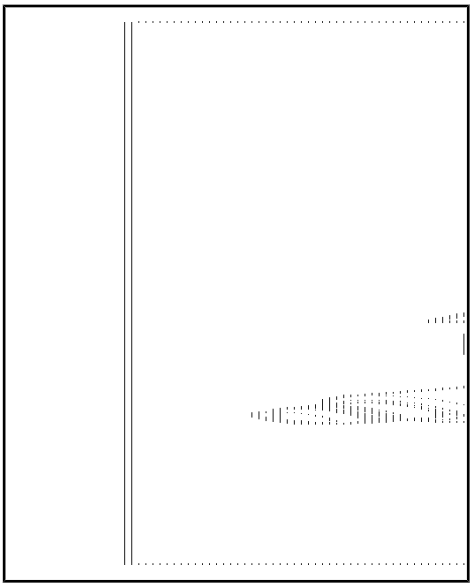
Special tools and workshop equipment required

♦ Catch pan

Removing

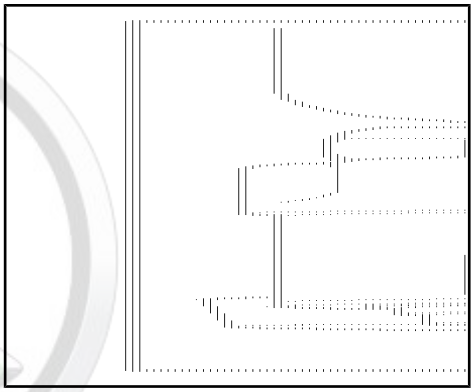
When removing the control unit -1-, the cover -2- and the disc spring -5- are removed together. The pressure sensor -4- and the valve -3- are removed separately.

– Switch off ignition.



– Separate plug connections -1- and -2- at the top of the control unit.

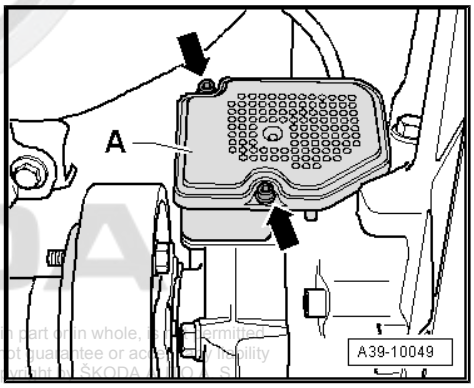
– Place catch pan under the final drive.



– Release screws -arrows-.

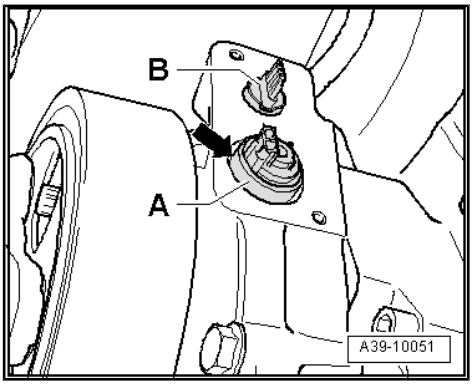
Ensure that no parts fall down when removing the control unit.

– Carefully remove the control unit -A-.

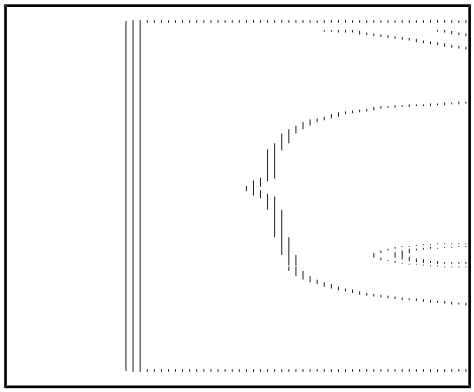


– Carefully grasp the valve for control of opening degree of coupling - N373- -A- at the metal housing -arrow- using pliers and pull out.

– Pull out pressure sensor -B-.



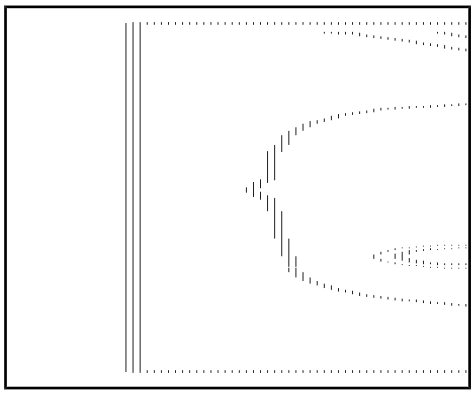
– Pull gasket ring for control valve for opening degree of coupling - N373- -arrow- out of the housing.



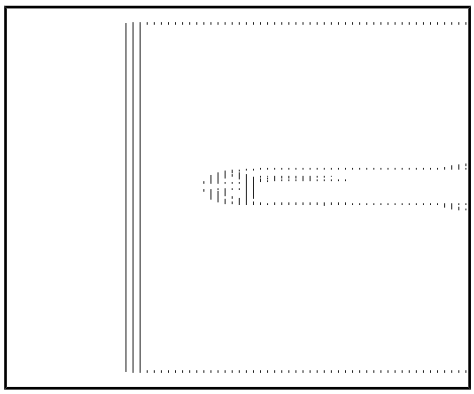
Installing

Installation is carried out in the reverse order. When installing, observe the following:

– Moisten new gasket ring for control valve of opening degree of coupling - N373- -arrow- with oil for four-wheel drive clutch and insert.



– Replace sealing ring -1- and -2-.



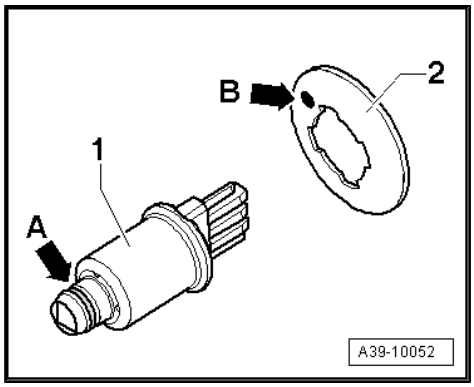
Pay attention to the different diameters:

- Inside diameter of gasket ring -1- is 11 mm
- Inside diameter of gasket ring -2- is 12 mm

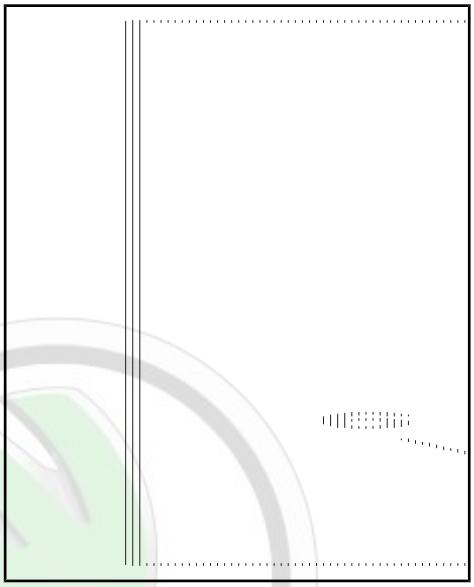
– Replace O-ring -arrow A- at pressure sensor.

• The marking -arrow B- on the curved side of the disc spring -2- points in the fitting position upwards and towards the pressure sensor -1-.

– Fit disc spring -2- with the curved side onto the pressure sensor -1-.



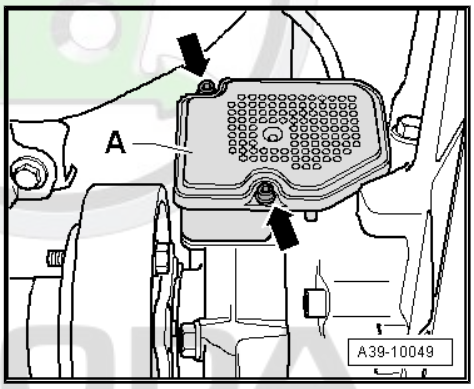
– Fit new cover -5- onto the control unit -6-.
– Insert pressure sensor -4- with disc spring into the new cover -5- and press onto the plug connection. The curved side of the disc spring points towards the pressure sensor.
– Coat new sealing ring for pressure sensor -4- with oil for four-wheel drive clutch.
– Insert valve -1- into the new cover -5- and the control unit -6-. Press valve -1- onto the plug connection.
– Coat new gasket rings -2- and -3- with oil for four-wheel drive clutch.



– Carefully fit on control unit -A- and tighten screws -arrows- to tightening torque.
– Checking oil level in the four-wheel drive clutch ⇒ “6.4 Checking oil level in the four-wheel drive clutch”, page 106 .

Tightening torque

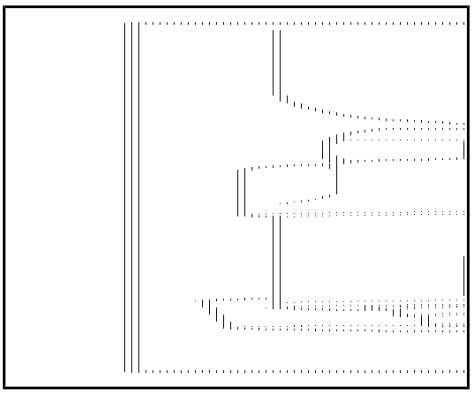
◆ ⇒ “6.2.1 Summary of components - generation II four-wheel drive clutch control unit J492 , final drive 02D, 0AV, Octavia II”, page 102



6.10.2 Removing and installing generation IV four-wheel drive clutch control unit, final drive 0BR, Octavia II, Superb II, Yeti, up to 10/2013

Removing

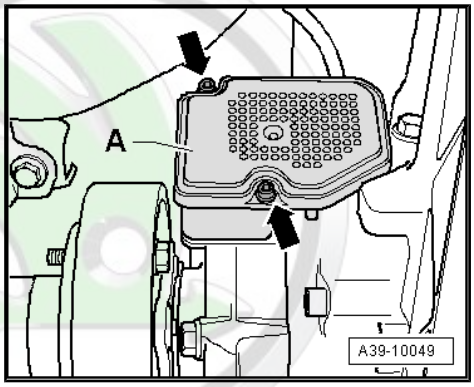
– Switch off ignition.
– Separate plug connections -1- and -2- at the top of the control unit.
– Place catch pan under the final drive.



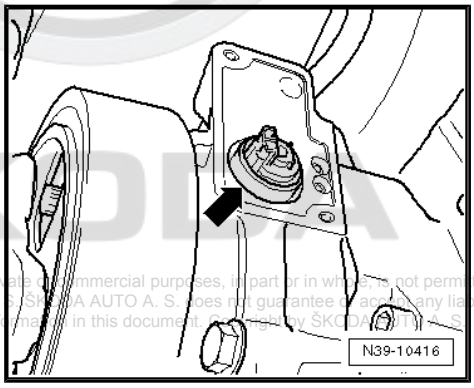
– Release screws -arrows-.

• Ensure that no parts fall down when removing the control unit.

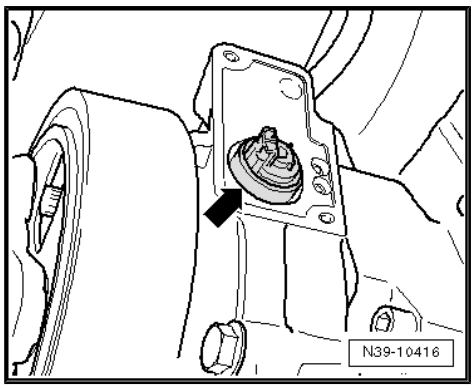
– Carefully remove the control unit -A-.



– If necessary remove the cover ⇒ Item 3 (page 104) from the housing of the four-wheel drive clutch, while doing so hold the valve -arrow-.



– Cover the control valve for opening degree of coupling - N373- -arrow- with a cloth. Carefully grip the valve body -arrow- with pliers and pull out the valve.



Installing

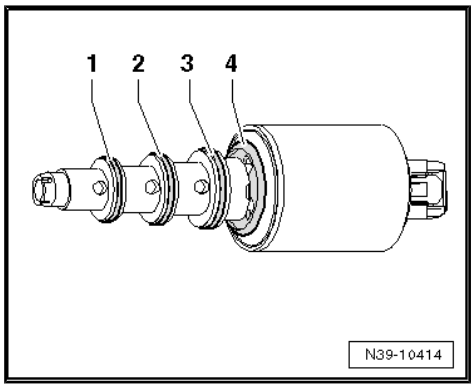
Installation is carried out in the reverse order. When installing, observe the following:

– Replace gasket rings -1...4- ⇒ Electronic Catalogue of Original Parts .

Note

The valve gasket rings have different inner diameters.

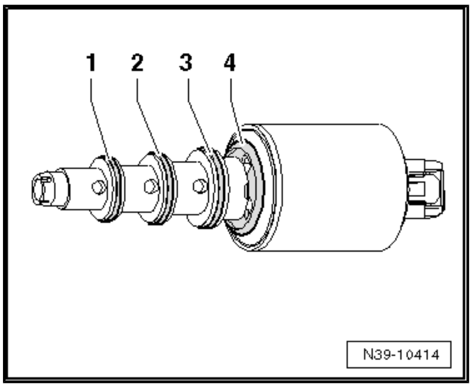
- Inside diameter of gasket ring -1- is 10 mm
- Inside diameter of gasket ring -2- is 11 mm
- Inside diameter of gasket ring -3- is 12 mm
- Gasket ring at valve body -4-



– First moisten the gasket ring -1- with high-performance oil for four-wheel drive clutch and position onto the control valve for opening degree of coupling - N373- .

Afterwards, fit gasket rings -2 … 4-.

• Press the centering lips (4 pieces) of the gasket ring -4- into the groove on the valve.



– Fit new cover -2- onto the control unit -1-.

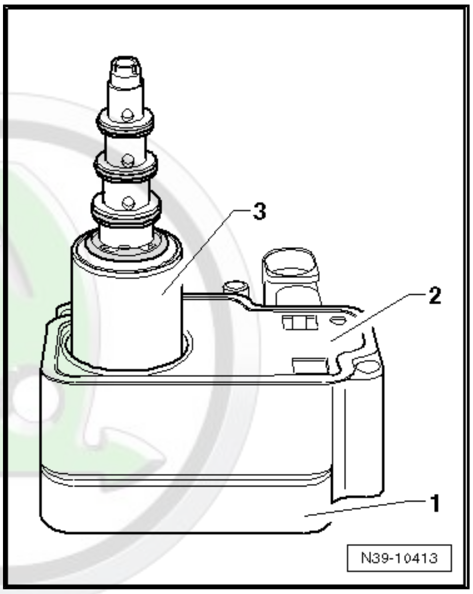
Note

The cover only fits in one position.

– Insert the control valve for opening degree of coupling - N373- into the control unit -1-.

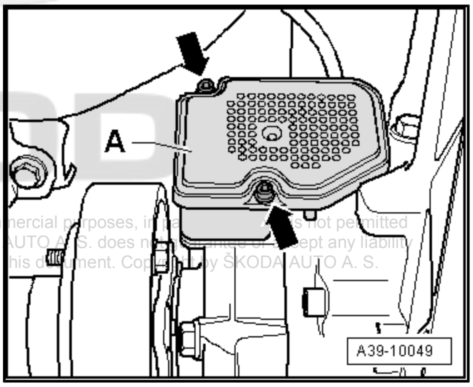
Note

The valve only fits in one position.



– Carefully fit on control unit -A- and tighten screws -arrows- to tightening torque.

– Checking oil level in the four-wheel drive clutch ⇒ “6.4 Checking oil level in the four-wheel drive clutch”, page 106 .



Tightening torque

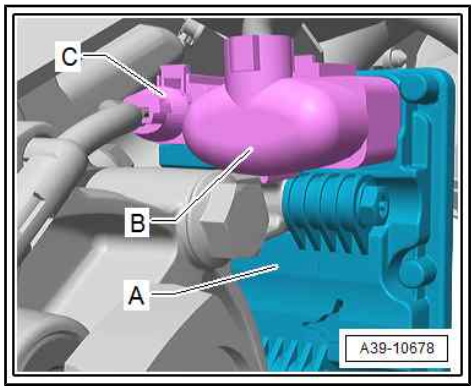
♦ ⇒ “6.2.2 Summary of components - generation IV four-wheel drive clutch control unit J492 , final drive 0BR, Octavia II, Superb II, Yeti, up to 10/2013”, page 103

6.10.3 Removing and installing V generation four-wheel drive clutch control unit, Yeti, from 11/2013

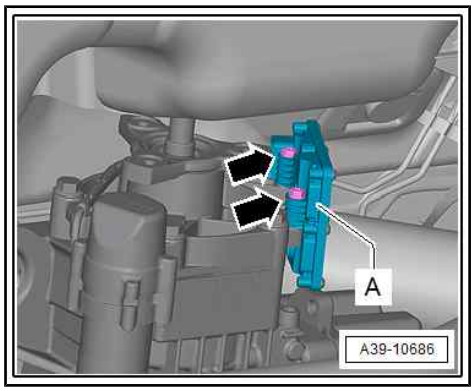
In Yeti vehicles with rear final drive 0BR, generation IV four-wheel drive clutch was installed up to production date 10/2013. From production date 11/2013, the generation V four-wheel drive clutch is installed. Assignment ⇒ Electronic Catalogue of Original Parts

Removing

– Disconnect plug connections -B- and -C- from four-wheel drive control unit - J492- -A-.



– Unscrew mounting screws -arrows- for four-wheel drive control unit - J492- and remove the control unit -A-.



Installing

Installation is carried out in the reverse order.

Tightening torques

◆ ⇒ “6.1 Summary of components - four-wheel drive clutch”, page 92