

Workshop Manual

Fabia II 2007 ➤ , Fabia II 2009 ➤ ,
Fabia II 2011 ➤ , Octavia II 2004 ➤ ,
Octavia II 2010 ➤ , Octavia III 2013 ➤ ,
Octavia III 2014 ➤ , Rapid 2011 ➤ ,
Rapid India 2011 ➤ , Rapid NH 2013 ➤ ,
Rapid NH 2014 ➤ , Roomster 2006 ➤ ,
Superb II 2008 ➤ , Yeti 2010 ➤ ,
Yeti 2011 ➤

Gearbox 09G

Edition 07.2014



List of Workshop Manual Repair Groups

Repair Group

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



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00 – Technical data

1 Identification of the gearbox

(SRL000705; Edition 07.2014)

⇒ [“1.1 Location on the gearbox”, page 1](#)

⇒ [“1.2 Identification characters, aggregate assignment, ratios”, page 2](#)

⇒ [“1.3 Contents”, page 10](#)

1.1 Location on the gearbox

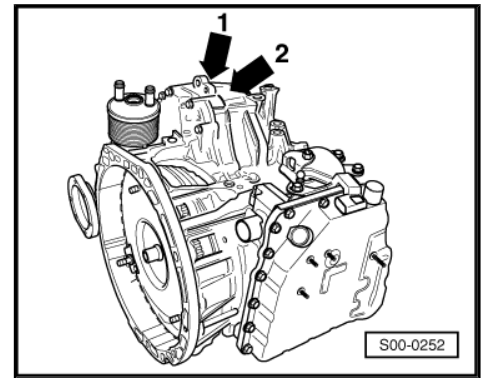
The “automatic 6-speed gearbox 09G” is installed in combination with 4-cylinder engines.

Example for a gearbox:

Identification characters and manufacturing date of the gearbox -arrow 1- and -arrow 2-.

Example:

FXA	Gearbox identification characters
02H2T0014	Serial number
4	02 : Production year 2002 H : Production month from A = January to M = December
	2T : Identification of gearbox by the manufacturer, 2T = 09G
	00144 : serial number for production month, here 144. Gearboxes in August
09G 300	Part number
035G	
AISIN AW	Manufacturer: AISIN



 **Note**

The gearbox identification characters also appear on the vehicle data stickers.



1.2 Identification characters, aggregate assignment, ratios

⇒ [“1.2.1 Identification characters, aggregate assignment, ratios \(Octavia II\)”, page 2](#)

⇒ [“1.2.2 Identification characters, aggregate assignment, ratios \(Fabia II\)”, page 6](#)

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1.2.1 Identification characters, aggregate assignment, ratios (Octavia II)

Automatic gearbox		6-speed gearbox 09G	
Identification characters		GSY	HFS
Manufactured	from through	01.2004 07.2004	08.2004 05.2005
Assignment	Engine	1.6 ltr./75 kW	
Torque converter		⇒ Electronic Catalogue of Original Parts	
Ratio	1. gear	4.148	
	2. gear	2.370	
	3. gear	1.556	
	4. gear	1.155	
	5. gear	0.859	
	6. gear	0.686	
	Reverse gear	3.394	
Intermediate gear	Drive wheel	49	
	Output gear	52	
	Ratio	1.061	
Final drive	Output shaft	15	
	Crown wheel	61	
	Ratio	4.067	

Automatic gearbox		6-speed gearbox 09G	
Identification characters		GJZ	
Manufactured	from through	09.2004 09.2004	
Assignment	Engine	2.0 ltr./110 kW FSI	
Torque converter		⇒ Electronic Catalogue of Original Parts	
Ratio	1. gear	4.148	



Automatic gearbox		6-speed gearbox 09G	
	2. gear		2.370
	3. gear		1.556
	4. gear		1.155
	5. gear		0.859
	6. gear		0.686
	Reverse gear		3.394
Intermediate gear	Drive wheel		49
	Output gear		52
	Ratio		1.061
Final drive	Output shaft		15
	Crown wheel		61
	Ratio		4.067

Automatic gearbox		6-speed gearbox 09G	
Identification characters		HFR	HFT
Manufactured	from	11.2004	02.2005
	through	05.2005	05.2005
Assignment	Engine	1.6 ltr./85 kW FSI	2.0 ltr./110 kW FSI
Torque converter		⇒ Electronic Catalogue of Original Parts	⇒ Electronic Catalogue of Original Parts
Ratio	1. gear	4.148	
	2. gear	2.370	
	3. gear	1.556	
	4. gear	1.155	
	5. gear	0.859	
	6. gear	0.686	
	Reverse gear	3.394	
Intermediate gear	Drive wheel	49	
	Output gear	52	
	Ratio	1.061	
Final drive	Output shaft	15	
	Crown wheel	61	58
	Ratio	4.067	3.867

Automatic gearbox		6-speed gearbox 09G	
Identification characters		HTN	HTM
Manufactured	from	05.2005	06.2005
	through	10.2006	10.2006
Assignment	Engine	1.6 ltr./75 kW	1.6 ltr./85 kW FSI
Torque converter		⇒ Electronic Catalogue of Original Parts	⇒ Electronic Catalogue of Original Parts
Ratio	1. gear	4.148	
	2. gear	2.370	
	3. gear	1.556	
	4. gear	1.155	
	5. gear	0.859	



Automatic gearbox		6-speed gearbox 09G	
	6. gear		0.686
	Reverse gear		3.394
Intermediate gear	Drive wheel		49
	Output gear		52
	Ratio		1.061
Final drive	Output shaft		15
	Crown wheel		61
	Ratio		4.067

Automatic gearbox		6-speed gearbox 09G	
Identification characters		HTP	JUH
Manufactured	from through	06.2005 11.2006	11.2006 05.2008
Assignment	Engine	2.0 ltr./110 kW FSI	2.0 ltr./110 kW FSI
Torque converter		⇒ Electronic Catalogue of Original Parts	⇒ Electronic Catalogue of Original Parts
Ratio	1. gear		4.148
	2. gear		2.370
	3. gear		1.556
	4. gear		1.155
	5. gear		0.859
	6. gear		0.686
	Reverse gear		3.394
Intermediate gear	Drive wheel		49
	Output gear		52
	Ratio		1.061
Final drive	Output shaft		15
	Crown wheel		58
	Ratio		3.867

Automatic gearbox		6-speed gearbox 09G	
Identification characters		JTY	JUG
Manufactured	from through	11.2006 05.2008	11.2006 05.2008
Assignment	Engine	1.6 ltr./75 kW	1.6 ltr./85 kW FSI
Torque converter		⇒ Electronic Catalogue of Original Parts	⇒ Electronic Catalogue of Original Parts
Ratio	1. gear		4.148
	2. gear		2.370
	3. gear		1.556
	4. gear		1.155
	5. gear		0.859
	6. gear		0.686
	Reverse gear		3.394
Intermediate gear	Drive wheel		49
	Output gear		52



Automatic gearbox		6-speed gearbox 09G	
	Ratio	1.061	
Final drive	Output shaft	15	
	Crown wheel	61	
	Ratio	4.067	

Automatic gearbox		6-speed gearbox 09G	
Identification characters		KGK	KGH
Manufactured	from	05.2008	05.2008
	through	11.2008	11.2008
Assignment	Engine	2.0 ltr./110 kW FSI	1.6 ltr./85 kW FSI
Torque converter		⇒ Electronic Catalogue of Original Parts	⇒ Electronic Catalogue of Original Parts
Ratio	1. gear	4.148	
	2. gear	2.370	
	3. gear	1.556	
	4. gear	1.155	
	5. gear	0.859	
	6. gear	0.686	
	Reverse gear	3.394	
Intermediate gear	Drive wheel	49	
	Output gear	52	
	Ratio	1.061	
Final drive	Output shaft	15	
	Crown wheel	58	61
	Ratio	3.867	4.067

Automatic gearbox		6-speed gearbox 09G	
Identification characters		KGJ	KGV
Manufactured	from	05.2008	11.2011
	through	04.2013	06.2013
Assignment	Engine	1.6 ltr./75 kW	1.8 ltr./112 kW TFSI
Torque converter		⇒ Electronic Catalogue of Original Parts	⇒ Electronic Catalogue of Original Parts
Ratio	1. gear	4.148	4.044
	2. gear	2.370	2.371
	3. gear	1.556	1.556
	4. gear	1.155	1.159
	5. gear	0.859	0.852
	6. gear	0.686	0.672
	Reverse gear	3.394	3.193
Intermediate gear	Drive wheel	49	48
	Output gear	52	53
	Ratio	1.061	0.906
Final drive	Output shaft	15	
	Crown wheel	61	



Automatic gearbox	6-speed gearbox 09G
Ratio	4.067

1.2.2 Identification characters, aggregate assignment, ratios (Fabia II)

Automatic gearbox		6-speed gearbox 09G	
Identification characters		JUF	KGG
Manufactured	from through	11.2006 05.2008	05.2008 07.2010
Assignment	Engine	1.6 ltr./77 kW	
Torque converter		⇒ Electronic Catalogue of Original Parts	
Ratio	1. gear	4.148	
	2. gear	2.370	
	3. gear	1.556	
	4. gear	1.155	
	5. gear	0.859	
	6. gear	0.686	
	Reverse gear	3.394	
Intermediate gear	Drive wheel	48	
	Output gear	53	
	Ratio	0.906	
Final drive	Output shaft	15	
	Crown wheel	61	
	Ratio	4.067	

Automatic gearbox		6-speed gearbox 09G	
Identification characters		MFZ	QAW
Manufactured	from through	07.2010 11.2014	11.2014
Assignment	Engine	1.6 ltr./77 kW	1.6 ltr./77 kW
Torque converter		⇒ Electronic Catalogue of Original Parts	⇒ Electronic Catalogue of Original Parts
Ratio	1. gear	4.148	4.148
	2. gear	2.370	2.370
	3. gear	1.556	1.556
	4. gear	1.155	1.155
	5. gear	0.859	0.859
	6. gear	0.686	0.686
	Reverse gear	3.394	3.394
Intermediate gear	Drive wheel	48	48
	Output gear	53	53
	Ratio	0.906	0.906
Final drive	Output shaft	15	15
	Crown wheel	61	61
	Ratio	4.067	4.067



1.2.3 Identification characters, aggregate assignment, ratios (Roomster)

Automatic gearbox		6-speed gearbox 09G	
Identification characters		JUF	KGG
Manufactured	from through	11.2006 05.2008	05.2008 07.2010
Assignment	Engine	1.6 ltr./77 kW	
Torque converter		⇒ Electronic Catalogue of Original Parts	
Ratio	1. gear	4.148	
	2. gear	2.370	
	3. gear	1.556	
	4. gear	1.155	
	5. gear	0.859	
	6. gear	0.686	
	Reverse gear	3.394	
Intermediate gear	Drive wheel	48	
	Output gear	53	
	Ratio	0.906	
Final drive	Output shaft	15	
	Crown wheel	61	
	Ratio	4.067	

Automatic gearbox		6-speed gearbox 09G	
Identification characters		MFZ	QAW
Manufactured	from through	07.2010 11.2014	11.2014
Assignment	Engine	1.6 ltr./77 kW	1.6 ltr./77 kW
Torque converter		⇒ Electronic Catalogue of Original Parts	⇒ Electronic Catalogue of Original Parts
Ratio	1. gear	4.148	4.148
	2. gear	2.370	2.370
	3. gear	1.556	1.556
	4. gear	1.155	1.155
	5. gear	0.859	0.859
	6. gear	0.686	0.686
	Reverse gear	3.394	3.394
Intermediate gear	Drive wheel	48	48
	Output gear	53	53
	Ratio	0.906	0.906
Final drive	Output shaft	15	15
	Crown wheel	61	61
	Ratio	4.067	4.067



1.2.4 Identification characters, aggregate assignment, ratios (Rapid India)

Automatic gearbox		6-speed gearbox 09G	
Identification characters		MFZ	
Manufactured	from to	09.2011	
Assignment	Engine	1.6 ltr./77 kW	
Torque converter		⇒ Electronic Catalogue of Original Parts	
Ratio	1. gear	4.148	
	2. gear	2.370	
	3. gear	1.556	
	4. gear	1.155	
	5. gear	0.859	
	6. gear	0.686	
	Reverse gear	3.394	
Intermediate gear	Drive wheel	48	
	Output gear	53	
	Ratio	0.906	
Final drive	Output shaft	15	
	Crown wheel	61	
	Ratio	4.067	

1.2.5 Identification characters, aggregate assignment, ratios (Rapid)

Automatic gearbox		6-speed gearbox 09G	
Identification characters		MFZ	QAW
Manufactured	from through	11.2013 11.2013	11.2013
Assignment	Engine	1.6 ltr./77 kW	
Torque converter		⇒ Electronic Catalogue of Original Parts	
Ratio	1. gear	4.148	
	2. gear	2.370	
	3. gear	1.556	
	4. gear	1.155	
	5. gear	0.859	
	6. gear	0.686	
	Reverse gear	3.394	
Intermediate gear	Drive wheel	48	
	Output gear	53	
	Ratio	0.906	
Final drive	Output shaft	15	
	Crown wheel	61	
	Ratio	4.067	

Automatic gearbox		6-speed gearbox 09G	
Identification characters		PLS	



Automatic gearbox		6-speed gearbox 09G	
Manufactured	from through	05.2014	
Assignment	Engine	1.6 l/81 kW MPI	
Torque converter		⇒ Electronic Catalogue of Original Parts	
Ratio	1. gear	4.670	
	2. gear	2.530	
	3. gear	1.560	
	4. gear	1.130	
	5. gear	0.860	
	6. gear	0.690	
	Reverse gear	3.390	
Intermediate gear	Drive wheel	48	
	Output gear	53	
	Ratio	0.906	
Final drive	Output shaft	15	
	Crown wheel	58	
	Ratio	3.867	

1.2.6 Identification characters, aggregate assignment, ratios (Superb II)

Automatic gearbox		6-speed gearbox 09G	
Identification characters		KGV	
Manufactured	from through	11.2011	
Assignment	Engine	1.8 ltr./112 kW TFSI	
Torque converter		⇒ Electronic Catalogue of Original Parts	
Ratio	1. gear	4.044	
	2. gear	2.371	
	3. gear	1.556	
	4. gear	1.159	
	5. gear	0.852	
	6. gear	0.672	
	Reverse gear	3.193	
Intermediate gear	Drive wheel	48	
	Output gear	53	
	Ratio	0.906	
Final drive	Output shaft	15	
	Crown wheel	61	
	Ratio	4.067	

1.2.7 Identification characters, aggregate assignment, ratios (Octavia III)

Automatic gearbox		6-speed gearbox 09G	
Identification characters		PAL	QNQ



Automatic gearbox		6-speed gearbox 09G	
Manufactured	from to	01.2014	03.2014
Assignment	Engine	1.6 I/81 kW MPI	
Torque converter		⇒ Electronic Catalogue of Original Parts	
Ratio	1. gear	4.670	
	2. gear	2.530	
	3. gear	1.556	
	4. gear	1.130	
	5. gear	0.859	
	6. gear	0.686	
	Reverse gear	3.394	
Intermediate gear	Drive wheel	48	
	Output gear	53	
	Ratio	0.906	
Final drive	Output shaft	15	
	Crown wheel	61	
	Ratio	4.067	

1.2.8 Identification characters, aggregate assignment, gear ratios (YETI)

Automatic gearbox		6-speed gearbox 09G	
Identification characters		QEM	
Manufactured	from through	06.2014	
Assignment	Engine	1.6 I/81 kW MPI	
Torque converter		⇒ Electronic Catalogue of Original Parts	
Ratio	1. gear	4.460	
	2. gear	2.510	
	3. gear	1.560	
	4. gear	1.140	
	5. gear	0.850	
	6. gear	0.670	
	Reverse gear	3.190	
Intermediate gear	Drive wheel	49	
	Output gear	52	
	Ratio	1.061	
Final drive	Output shaft	15	
	Crown wheel	61	
	Ratio	4.067	

1.3 Contents

Planetary gear

Contents	Automatic gearbox 09G
New filling	7 ltr.



Contents	Automatic gearbox 09G
Top-up	approx. 3 l ¹⁾
Lubricant	⇒ Electronic Catalogue of Original Parts

¹⁾ Filled for life: change the oil following repairs only.

Only ATF available as spare part should be used in the automatic gearbox 09G ⇒ Electronic Catalogue of Original Parts

Checking ATF level, change ATF if necessary
⇒ ["4 ATF", page 147](#) .



2 Information and repair instructions for the automatic gearbox 09G

⇒ [“2.1 Information for the automatic gearbox 09G”, page 12](#)

⇒ [“2.2 Repair instructions”, page 13](#)

⇒ [“2.3 Explanation of the terms used in this workshop manual”, page 15](#)

2.1 Information for the automatic gearbox 09G

Gearbox

The automatic 6 speed gearbox 09G is equipped with 6 hydraulically controlled forward gears. When the torque converter lockup clutch is closed, the 2nd, 3rd, 4th, 5th and 6th forward gears become mechanically driven gears by bypassing the converter slip.

Torque converter

The torque converter is equipped with a torque converter lockup clutch. The closing of the torque converter lockup clutch is load and speed sensitive, and particularly low in vibrations, and without the converter slip the direct gear clutch drives the 2nd, 3rd, 4th, 5th and 6th forward gears mechanically.

ATF

The ATF is filled for life. The ATF need not be changed within the scope of servicing.

The ATF oil filling is for the planetary gear and final drive together. Check and top up ⇒ [“4 ATF”, page 147](#) .

- ◆ Only ATF available as spare part should be used in the automatic gearbox 09G. Other oils can lead to functional problems or to failure of the gearbox.
- ◆ ATF Part No. ⇒ Electronic Catalogue of Original Parts .

Automatic gearbox control unit - J217-

The gear-change point is determined automatically, according to driving conditions and road resistance.

Advantages:

- ◆ Fuel-efficient gearshift
- ◆ maximum engine power output continuously available
- ◆ gear-change points are adapted to suit particular road conditions
- ◆ gear-change points changed as required

Gear-change points change on upward and downward gradients

On upward or downward gradients, gear-changes are selected automatically by additional gear-change mapping, according to accelerator position and driving speed.

- ◆ On steep gradients, gear-change mapping is adapted to engine power output
- ◆ On steep gradients, gear-change mapping is adapted to the braking effect of the engine
- ◆ By directly selecting a gear via the Tiptronic, e.g. for a slope during trailer operation, the motor braking effect is also fully used.

2.2 Repair instructions

Scrupulous care and cleanliness as well as the proper tools are essential requirements for carrying out proper and successful gearbox repairs. Obviously, the generally valid basic safety rules apply to repair work.

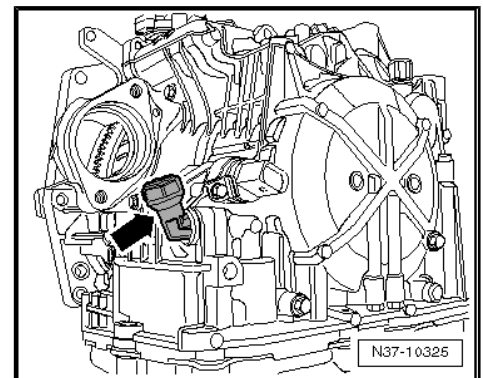
A number of generally valid notes for individual repair operations - which are otherwise listed several times at numerous points in the workshop manual - are summarized here. They apply to this workshop manual.

Gearbox

- ◆ Each time a gearbox is installed, basic settings are required.
- ◆ Do not run the engine or tow the vehicle when the oil pan of the gearbox has been removed or without ATF filling.
- ◆ If the automatic gearbox is replaced, check ATF level if necessary top up with ATF ⇒ [“4 ATF”, page 147](#) . Capacities and specifications ⇒ [“1.3 Contents”, page 10](#) .
- ◆ Secure the torque converter against dropping out when the gearbox is removed.
- ◆ Thoroughly clean the connection points and their surroundings before releasing.
- ◆ Place removed parts on a clean surface and cover. Use foil and paper. Do not use fuzzy cloths!
- ◆ Carefully cover or close opened components if the repair is not completed immediately.
- ◆ Only install clean parts. Remove spare parts from their wrapping immediately before fitting.
- ◆ Before installing the gearbox check the fitting position of the torque converter ⇒ [“1.4 Installing the torque converter”, page 18](#) .
- ◆ When installing, take care with the correct positions of dowel sleeves in the engine.

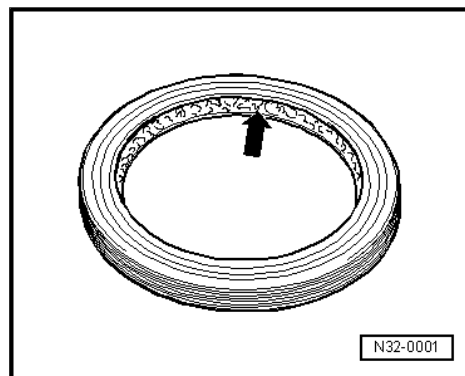
The ATF filler tube -arrow- is no longer available on gearboxes as of production date 06.2006.

O-rings, gasket rings, gaskets





- ◆ Always replace O-rings, gaskets and gasket rings.
- ◆ After removing gaskets, examine the contact surface in the housing or on shafts for burrs or damage, and correct if necessary.
- ◆ Depending on location, before fitting a gasket ring, smear the outer surface and sealing lip thinly with ATF or axle oil.
- ◆ The open side of the sealing rings faces the side with fluid filling.
- ◆ Before inserting the O-rings coat with ATF to prevent the rings being squashed during installation.
- ◆ Never use other lubricants in the ATF area.
- ◆ 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- .
- ◆ After installation, inspect ATF level and if necessary top up ⇒ ["4 ATF", page 147](#) .



Locking elements

- ◆ Do not over-extend the circlips, if necessary replace.
- ◆ Circlips must be positioned in the base of the groove.

Screws, nuts

- ◆ Slacken and tighten screws or fixing nuts of covers and housings crosswise.
- ◆ Do not twist particularly sensitive parts - e.g. the slide valve body - and slacken and tighten diagonally across in stages.
- ◆ Tightening torques apply for non-oiled nuts and bolts.
- ◆ Clean the thread of the screws that are inserted with a locking agent with a wire brush. Next, insert screws using a suitable locking agent ⇒ Electronic Catalogue of Original Parts .
- ◆ Clean all threaded holes into which bolts are screwed in with locking agent , using a thread tap to remove old locking agent residues. Otherwise there is a risk that the bolts will shear at the next disassembling.
- ◆ Replace self-locking nuts and bolts each time they are removed.
- ◆ Bolts that still need to be turned at a certain angle after tightening must always be replaced.

Electrical components

This electrostatic charge can lead to operational problems after touching the electrical components of the gearbox and the shift mechanism.

- Touch an earthed object - e.g. a metal water pipe or a lift platform - before working on the electrical components. Do not touch the contacts of the plugs and the »open« electrical components.

Targeted fault-finding

Before repairing the automatic gearbox 09G, try to determine the origin of the damage as accurately as possible using the ⇒ Vehicle diagnostic tester in the "Targeted fault-finding" mode.



2.3 Explanation of the terms used in this workshop manual

These explanations relate solely to this assembly: automatic gearbox 09G. They do not claim to be valid in all cases.

ATF (Automatic Transmission Fluid)

Gear oil for automatic gearbox.

ATF level

ATF level in the gearbox. To measure the ATF level, see the instructions in the Workshop Repairs Manual.

Brakes

Ensure the individual gears and the reverse gear shift properly working together with the clutches. As opposed to the clutches the brakes are supported on the gearbox housing.

Torque converter

Transfers the engine torque into the automatic gearbox and serves as a hydraulic starting clutch. The torque converter also includes the torque converter lockup clutch.

Self-diagnosis

The capability of the control unit for the automatic gearbox -J217- :

- ◆ recognize faults,
- ◆ react to faults,
- ◆ store faults,
- ◆ Determine measured values and to display them in the measured value block.

Perform self-diagnosis

- ⇒ Vehicle diagnostic tester connect and perform "Targeted Fault Finding" or "Vehicle self-diagnosis".

Clutches

Ensure the individual gears and the reverse gear shift properly working together with the clutches.

Wiring

Fitting locations of electrical cables and components in the gearbox.

Selector lever lock solenoid - N110-

Located in the gearshift mechanism close to the selector lever. Prevents the (unintentional) shifting of the selector lever from positions "P" and "N", as long as the brake pedal is not pressed.

Solenoid valves

Open and shut the oil galleries to the clutches and brakes.

Multi-function switch - F125-

The multi-function switch -F125- is screwed onto the top of the gearbox housing to the gearshift shaft. It is an electrical switch, which transfers the individual gears selected with the selector lever to the gearbox control unit. It must be correctly set ⇒ ["2.2 Setting multi-function switch F125", page 187](#) .

**Parking position**

When the vehicle is parked, the selector lever locks the parking gear in position "P" thereby preventing the vehicle from moving off (unintentionally). Is not a replacement for the handbrake.

Planetary gear

The mechanical part of the automatic gearbox that is switched via clutches and brakes and allows a switching without power flow interruption.

Slide valve body

Located below the gearbox and is surrounded by the oil pan of the gearbox. Its valves regulate the hydraulic pressure and distribute it via the oil galleries to the gearshift elements (clutches and brakes).

Automatic gearbox control unit - J217-

Control unit -J217- determines the shifting points. The function of the gearbox is monitored via self-diagnosis. If components or sensors fail, an emergency running programme is activated to continuity of vehicle operation.

Torque converter lockup clutch

It mechanically transmits the engine torque directly to the planetary gear without converter slip.

32 – Torque converter

1 Torque converter

⇒ [“1.1 Draining the torque converter”, page 17](#)

⇒ [“1.2 Removing and installing gasket ring for torque converter”, page 17](#)

⇒ [“1.3 Checking the torque converter”, page 18](#)

⇒ [“1.4 Installing the torque converter”, page 18](#)

1.1 Draining the torque converter

Special tools and workshop equipment required

- ◆ Old oil collecting and suction equipment , e.g. -V.A.G 1782-

If the ATF has been contaminated or if the gearbox has had a major repair, the torque converter should be drained as follows:

- Suction off the ATF with the old oil collection and suction device -V.A.G 1782- from the torque converter.

1.2 Removing and installing gasket ring for torque converter

Special tools and workshop equipment required

- ◆ Ejection lever - MP3-418 (VW 681)-
- ◆ Thrust piece - T10175-



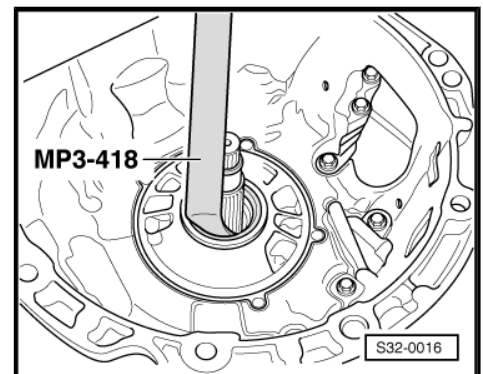
Note

- ◆ *Coat gasket rings with ATF. Other types of lubricant will cause the gearbox hydraulic control system to malfunction.*
- ◆ ⇒ [“2.2 Repair instructions”, page 13](#) .

Removing

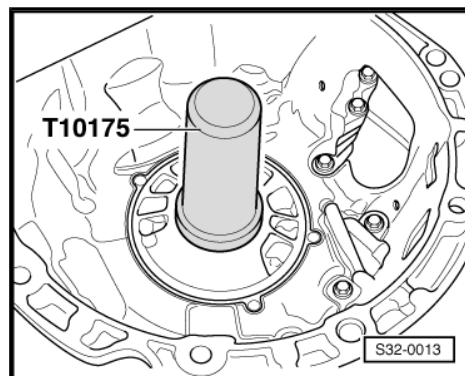
- Lever out gasket ring with ejection lever - MP3-418 (VW 681)- .

Install





- Drive in new gasket ring for torque converter with thrust piece - T10175- up to the stop.



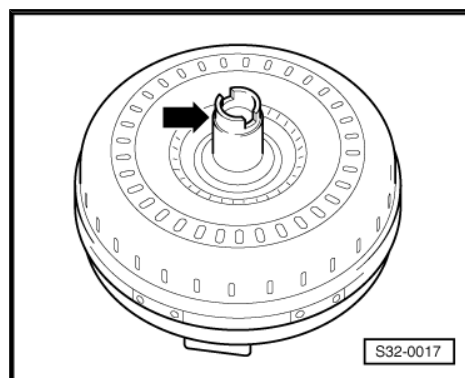
1.3 Checking the torque converter

- Check hub -arrow- of torque converter for traces of wear.



Note

The torque converter is welded and must be replaced completely if damaged or faults.



1.4 Installing the torque converter

Special tools and workshop equipment required

- ◆ Depth gauge

Work procedure

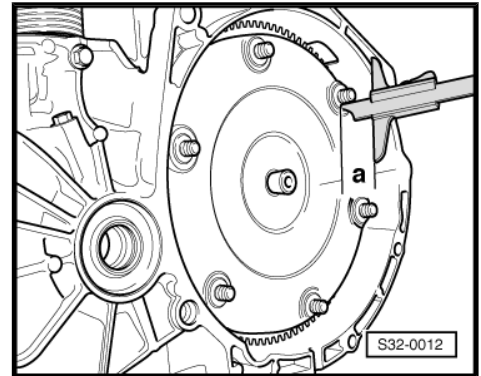
- Carefully push the torque converter hub through the gasket ring up to the first stop on the input shaft.
- Press the torque converter by hand into the converter housing and turn it until the recesses catch into the torque converter hub in the driver of the inner gear of the ATF pump and the torque converter locks audibly into place.

- Measure the dimension -a- between the screw-on flange of the gearbox housing and the contact surface of the threaded bores of the torque converter using a depth gauge.
- The converter is correctly installed if the dimension -a- is at least 19.5 mm.
- Absolutely ensure that the dimension -a- is maintained during further assembly. The torque converter must not slide to the front.



Caution

If the converter is installed wrongly the driver of the torque converter or the ATF pump will be destroyed when the gearbox on the engine is connected at its flange.



When subsequently installing the gearbox, the following point must be observed.



Caution

Always check before and while tightening the screws on the flange (engine/gearbox) whether the torque converter behind the drive plate can be turned. In cases where the torque converter cannot be turned one must assume that it is not properly installed and that either the driver plate of the torque converter or the ATF pump will be destroyed during final tightening of the bolted connections.



37 – Controls, housing

1 Electric and electronic components, fitting locations of the automatic gearbox

⇒ [“1.1 Summary of components - Electric and electronic components, fitting locations of the automatic gearbox”, page 20](#)

⇒ [“1.2 Removing and installing automatic gearbox control unit J217”, page 38](#)

1.1 Summary of components - Electric and electronic components, fitting locations of the automatic gearbox

⇒ [“1.1.1 Summary of components - Electric and electronic components, fitting locations of the automatic gearbox \(Octavia II, Superb II, YETI\)”, page 20](#)

⇒ [“1.1.2 Summary of components - Electric and electronic components, fitting locations of the automatic gearbox \(Fabia II, Roomster, Rapid\)”, page 26](#)

⇒ [“1.1.3 Summary of components - Electric and electronic components, fitting locations of the automatic gearbox \(Octavia III\)”, page 32](#)

1.1.1 Summary of components - Electric and electronic components, fitting locations of the automatic gearbox (Octavia II, Superb II, YETI)

1 - Automatic gearbox control unit - J217-

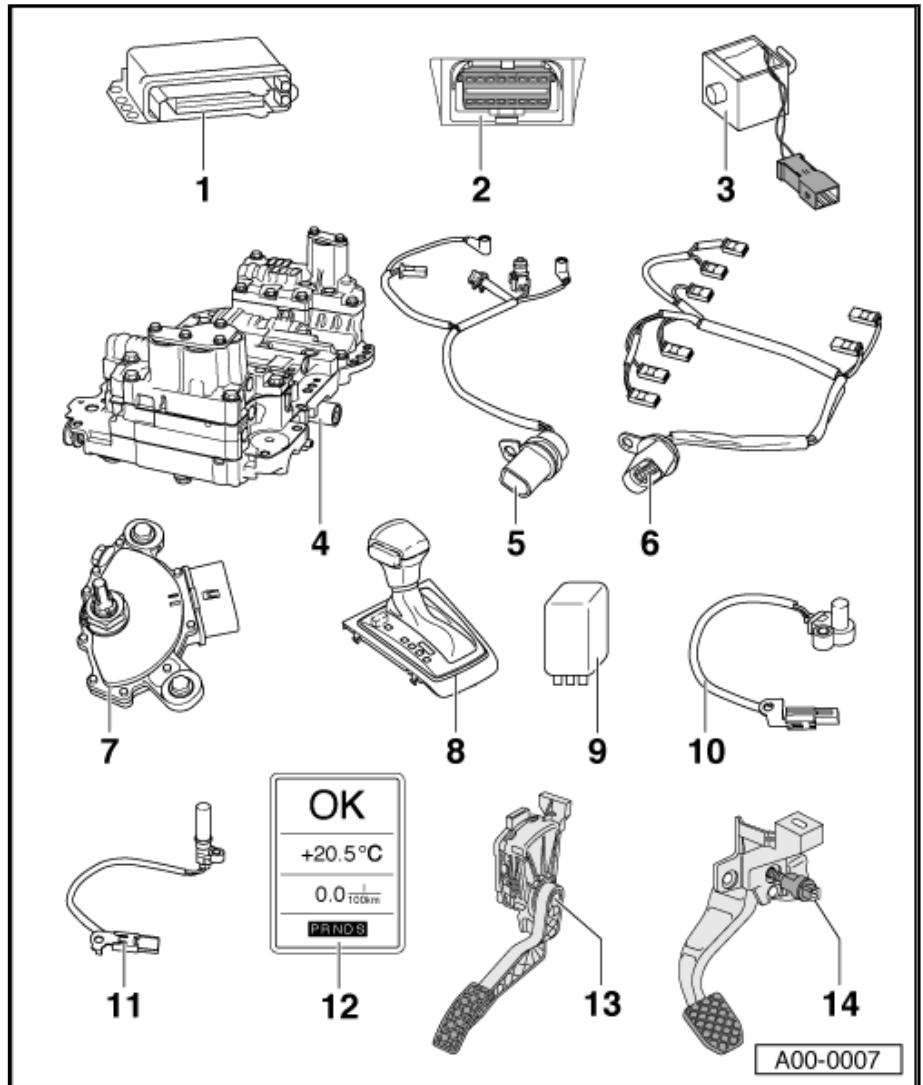
- ❑ Fitting location
⇒ [“1.2 Removing and installing automatic gearbox control unit J217”, page 38](#)
- ❑ Control unit for automatic gearbox - J217- is checked using self-diagnosis

2 - Diagnostic connection

- ❑ Fitting location: Cover in driver's footwell
⇒ [Fig. “Diagnostic connection”, page 22](#)

3 - Selector lever lock solenoid - N110-

- ❑ Selector lever lock solenoid - N110- is checked using self-diagnosis
- ❑ Fitting location
⇒ [Fig. “Selector lever lock solenoid -N110-”, page 23](#)
- ❑ The solenoid is installed firmly in the gearshift mechanism and cannot be replaced individually.
- ❑ The removal and installation procedure is only possible together with the gearshift mechanism
⇒ [“2.9 Removing and installing selector mechanism”, page 74](#) .



4 - Slide valve body

- ❑ Fitting location ⇒ [Fig. “Slide valve body”, page 23](#)
- ❑ ⇒ [“1.6 Removing and installing the slide valve body”, page 171](#)

5 - Wiring loom with 8-pin plug and integrated gearbox oil temperature sender - G93-

- ❑ Fitting location: Wiring harness is fixed to the slide valve body
⇒ [Fig. “Wiring loom with 8-pin plug and integrated gearbox oil temperature sender -G93- -Arrow-”, page 23](#)
- ❑ ⇒ [“1.8 Removing and installing wiring loom with 8-pin plug and integrated gearbox oil temperature sender G93”, page 181](#)
- ❑ Gearbox oil temperature sender - G93- is checked by self-diagnosis

6 - Wiring loom with 14-pin plug

- ❑ for solenoid valves and gearbox sensors
- ❑ Fitting location: Wiring harness is fixed to the slide valve body
⇒ [Fig. “Wiring loom with 14-pin plug”, page 23](#)
- ❑ ⇒ [“1.7 removing and installing wiring loom with 14-pin plug”, page 180](#)

7 - Multi-function switch - F125-

- ❑ Multi-function indicator - F125- is checked by self-diagnosis
- ❑ Fitting location ⇒ [Fig. “Multi-function switch -F125-”, page 24](#)
- ❑ ⇒ [“2.1 Removing and installing the multi-function switch F125”, page 185](#)
- ❑ ⇒ [“2.2 Setting multi-function switch F125”, page 187](#)

8 - Cover for shift mechanism

- Assignment ⇒ Electronic Catalogue of Original Parts
- ⇒ [“2.5 Removing and installing the cover for the shift mechanism”, page 58](#)
- the Tiptronic switch - F189- is integrated in the shift mechanism; Fitting location:
⇒ [Fig. ““ Switch for Tiptronic -F189- ””, page 24](#)

9 - Terminal 50, voltage supply relay - J682-

- Fitting location:
- ◆ Octavia II and Superb II up to 05.2005: E-box in the engine compartment ⇒ Current flow diagrams, Electrical fault finding and Fitting locations
- ◆ Octavia II and Superb II as of 06.2005: Additional relay holder under the dash panel ⇒ Current flow diagrams, Electrical fault finding and Fitting locations

10 - Gearbox input r.p.m. sender - G182-

- Gearbox input r.p.m. sender - G182- is checked using self-diagnosis
- Fitting location ⇒ [Fig. ““ Gearbox input r.p.m. sender -G182- ””, page 25](#)
- ⇒ [“1.9 Removing and installing the gearbox input r.p.m. sender G182 ”, page 183](#)

11 - Gearbox output r.p.m. sender - G195-

- Gearbox output r.p.m sender - G195- is checked using self-diagnosis
- Fitting location ⇒ [Fig. ““ Gearbox output r.p.m. sender -G195- ””, page 25](#)
- ⇒ [“1.10 Removing and installing the gearbox output r.p.m. sender G195 ”, page 184](#)

12 - Selector lever position indicator - Y6-

- Fitting location ⇒ [Fig. ““ Selector lever position indicator -Y6- ””, page 25](#)
- a switched off gear display points to an emergency operation with deactivated gearbox control unit
- a fully lit gear display points to an emergency operation with activated gearbox control unit
- removing and installing ⇒ Electrical System; Rep. gr. 90

13 - Kick-down switch - F8-

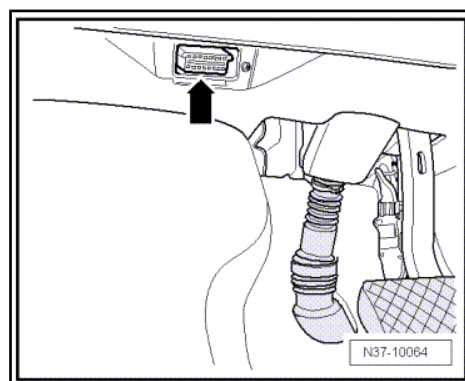
- Kick-down switch - F8- is checked by self-diagnosis
- Fitting location ⇒ [Fig. ““ Kick-down switch -F8- ””, page 26](#)
- Signal transfer from engine to gearbox control unit via CAN databus
- removing and installing accelerator pedal module ⇒ Engine; Rep. gr. 20

14 - Brake light switch - F-

- Brake light switch - F- is checked by self-diagnosis
- Fitting location:
- ⇒ [Fig. ““ Brake light switch -F- up to production date 05.2010””, page 26](#)
- ⇒ [Fig. ““ Brake light switch -F- as of production date 06.2010””, page 26](#)
- removing and installing ⇒ Brake systems; Rep. gr. 46
- Signal transfer from engine to gearbox control unit via CAN databus

Diagnostic connection

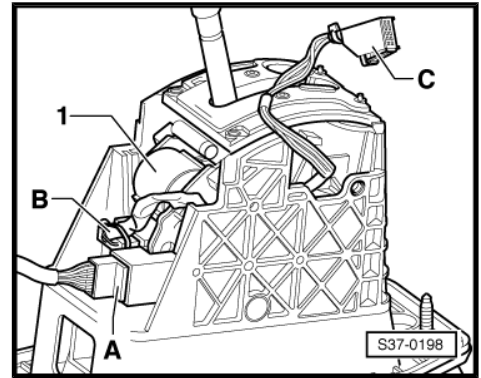
Fitting location: Cover in driver's footwell.



Selector lever lock solenoid - N110-

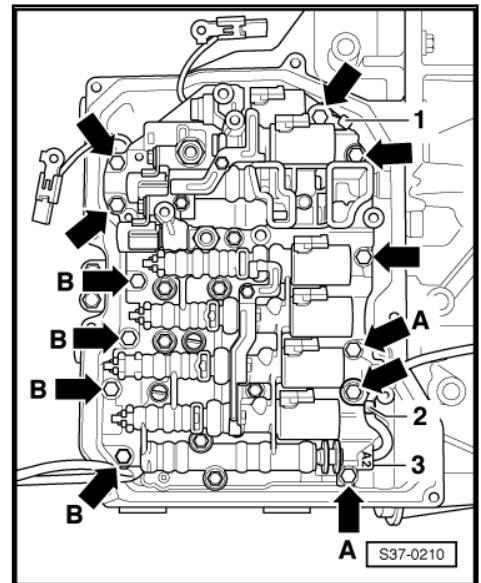
Fitting location: Selector lever lock solenoid - N110- -1- is in the gearshift mechanism.

The solenoid is installed firmly in the gearshift mechanism and cannot be replaced individually. The removal and installation procedure is only possible together with the gearshift mechanism
⇒ ["2.9 Removing and installing selector mechanism"](#),
[page 74](#) .



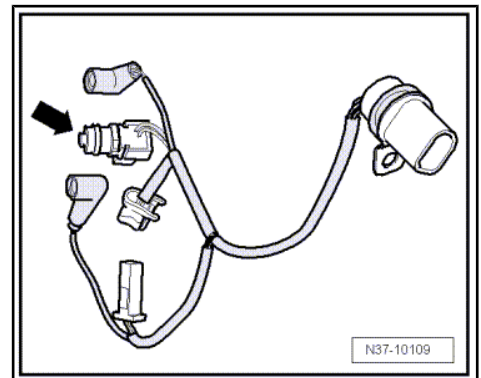
Slide valve body

Fitting location: The slide valve body is bolted to the bottom of the gearbox housing and covered with the gearbox oil pan.



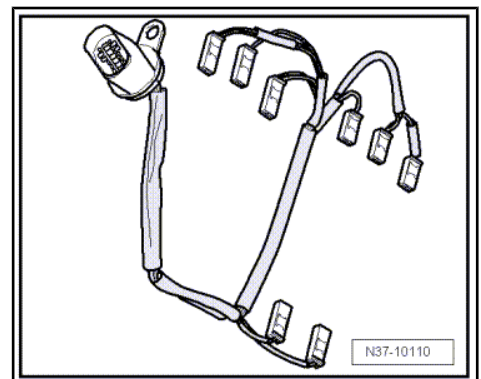
Wiring loom with 8-pin plug and integrated gearbox oil temperature sender - G93- -Arrow-

Fitting location: Wiring harness is fixed to the slide valve body.



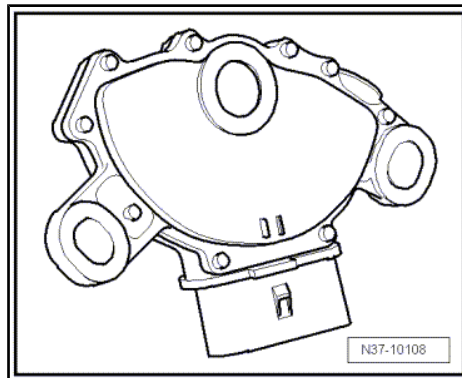
Wiring loom with 14-pin plug

Fitting location: Wiring harness is fixed to the slide valve body.

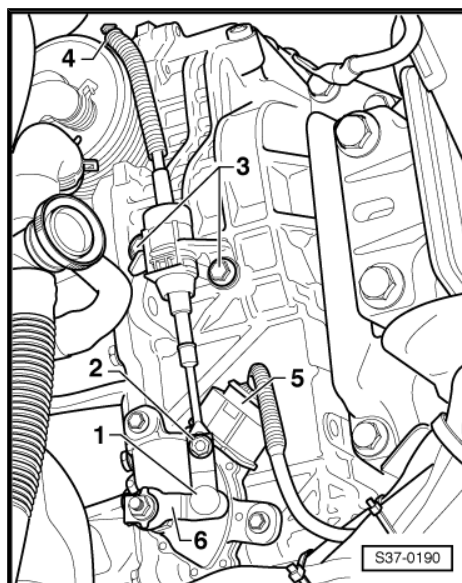




Multi-function switch - F125-



Fitting location: The multi-function switch is located at the top of the gearbox. The plug connection -5- is directly placed onto the multi-function switch.

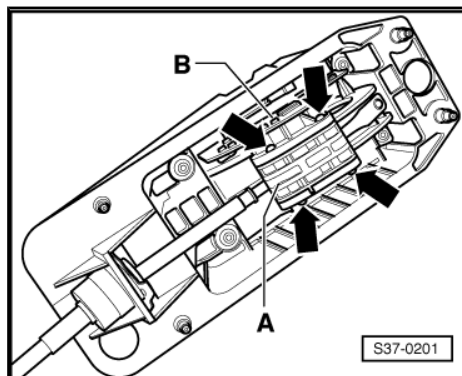


Switch for Tiptronic - F189-

Fitting location: The Tiptronic switch - F189- is integrated in the printed circuit board -B- of the gearshift mechanism.

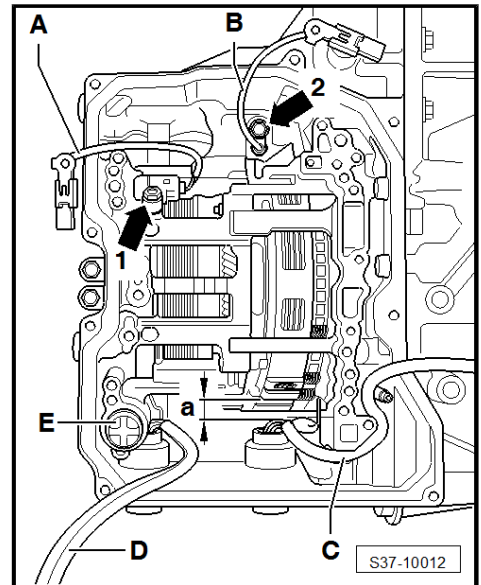
The Tiptronic switch - F189- is installed firmly in the gearshift mechanism and cannot be replaced individually. The removal and installation procedure is only possible together with the gearshift mechanism

⇒ ["2.9 Removing and installing selector mechanism", page 74](#) .



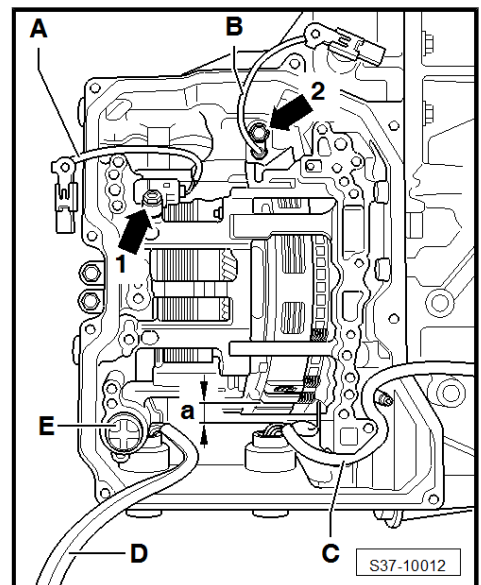
Gearbox output r.p.m. sender - G195-

Fitting location: The gearbox output r.p.m sender - G195-
-arrow 2- is fixed to the gearbox housing behind the slide valve
body.



Gearbox input r.p.m. sender - G182-

Fitting location: The gearbox input r.p.m sender - G182-
-arrow 1- is fixed to the gearbox housing behind the slide valve
body.

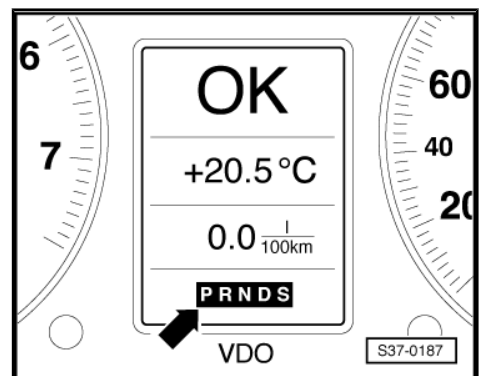


Selector lever position indicator - Y6-

Fitting location: Integrated in the dash panel insert.



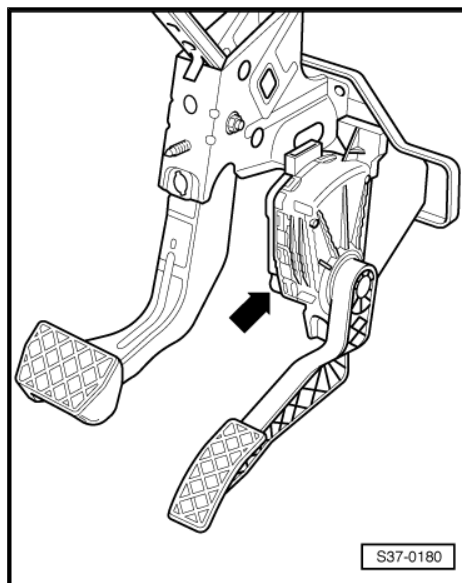
*The selector lever position indicator - Y6- can only be replaced
together with the dash panel insert.*





Kick-down switch - F8-

This switch is not available for vehicles with petrol engine. Instead a certain value from the accelerator pedal position sender - G79- / accelerator pedal position sender 2 - G185- is stored in the engine control unit.



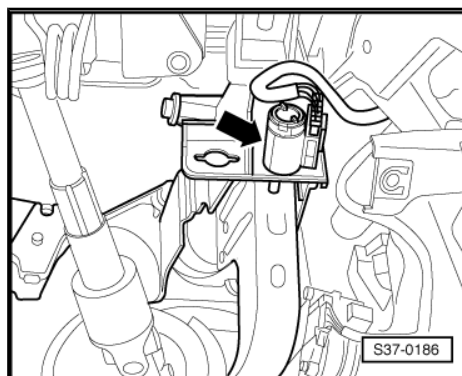
Brake light switch - F- up to production date 05.2010

Fitting location: The brake light switch - F- -arrow- is located in the foot controls.



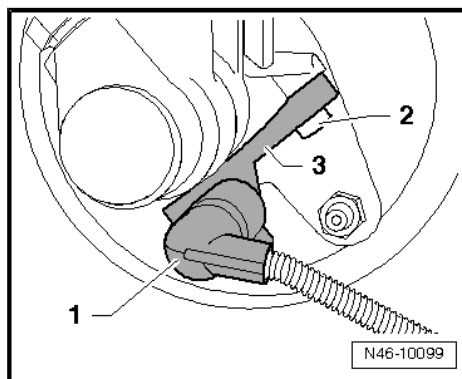
Note

The switch may only be installed once to ensure that it has an adequately tight fit.



Brake light switch - F- as of production date 06.2010

Fitting location: Brake light switch - F- -Pos. 3- is located on the master brake cylinder.



1.1.2 Summary of components - Electric and electronic components, fitting locations of the automatic gearbox (Fabia II, Roomster, Rapid)

1 - Automatic gearbox control unit - J217-

- Fitting location
⇒ [“1.2 Removing and installing automatic gearbox control unit J217”, page 38](#)
- Control unit is checked by self-diagnosis

2 - Diagnostic connection

- Fitting location: Cover in driver's footwell
⇒ [Fig. “Diagnostic connection”, page 28](#)

3 - Selector lever lock solenoid - N110-

- Fitting location
⇒ [Fig. “Selector lever lock solenoid -N110-”, page 29](#)
- ⇒ [“2.12 Removing and installing selector lever lock solenoid N110”, page 100](#)
- is checked by self-diagnosis

4 - Slide valve body

- Fitting location
⇒ [Fig. “Slide valve body”, page 29](#)
- ⇒ [“1.6 Removing and installing the slide valve body”, page 171](#)

5 - Wiring loom with 8-pin plug and integrated gearbox oil temperature sender - G93-

- Fitting location: Wiring harness is fixed to the slide valve body
⇒ [Fig. “Wiring loom with 8-pin plug and integrated gearbox oil temperature sender -G93- -Arrow-”, page 29](#)
- Gearbox oil temperature sender - G93- is checked by self-diagnosis
- ⇒ [“1.8 Removing and installing wiring loom with 8-pin plug and integrated gearbox oil temperature sender G93”, page 181](#)

6 - Wiring loom with 14-pin plug

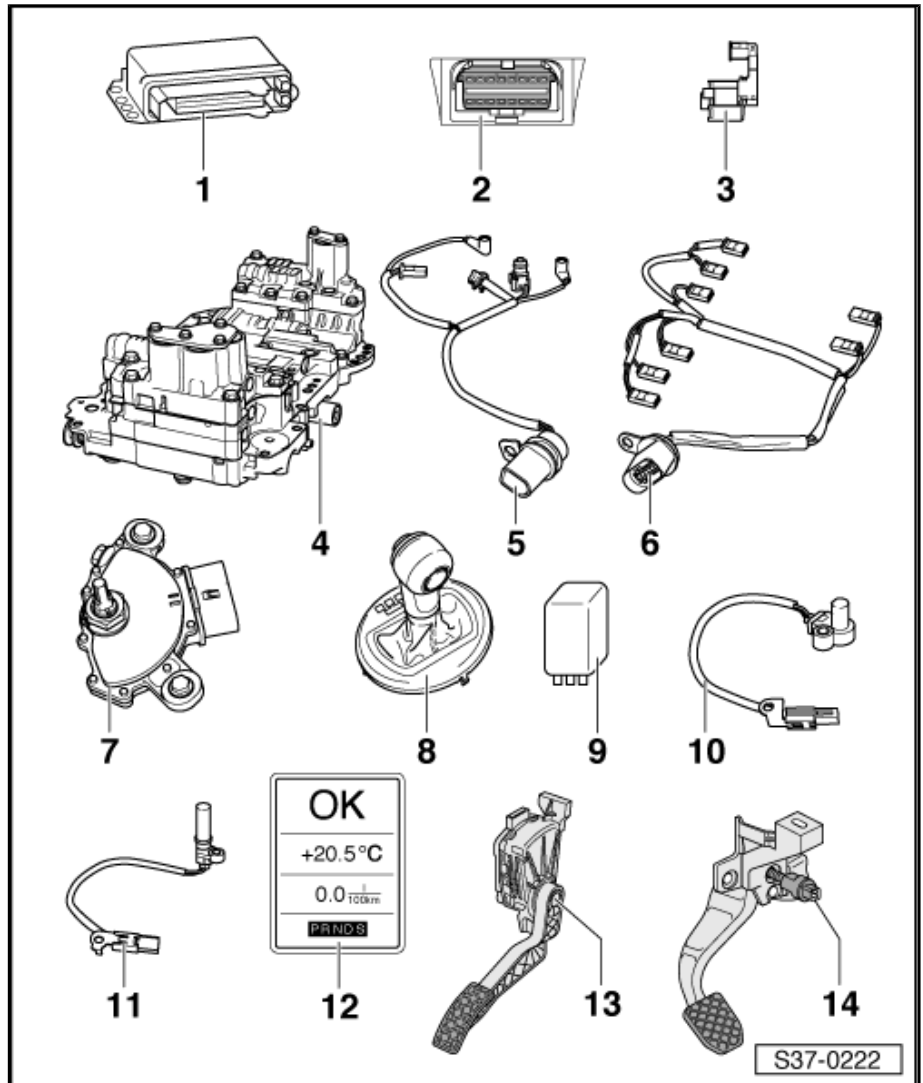
- for solenoid valves and gearbox sensors
- Fitting location: Wiring harness is fixed to the slide valve body
⇒ [Fig. “Wiring loom with 14-pin plug”, page 29](#)
- ⇒ [“1.7 removing and installing wiring loom with 14-pin plug”, page 180](#)

7 - Multi-function switch - F125-

- Fitting location ⇒ [Fig. “Multi-function switch -F125-”, page 30](#)
- is checked by self-diagnosis
- ⇒ [“2.1 Removing and installing the multi-function switch F125”, page 185](#)

8 - Cover for shift mechanism

- Assignment ⇒ Electronic Catalogue of Original Parts
- ⇒ [“2.5 Removing and Installing the cover for the shift mechanism”, page 58](#)
- the Tiptronic switch - F189- is built into the shift mechanism; fitting location
⇒ [Fig. “Switch for Tiptronic -F189-”, page 30](#)



9 - Relay for starter interlock switch

- Fitting location ⇒ Electrical System; Rep. gr. 97

10 - Gearbox input r.p.m. sender - G182-

- Fitting location ⇒ [Fig. "“ Gearbox input r.p.m. sender -G182- ”“ , page 31](#)
- is checked by self-diagnosis
- ⇒ [“1.9 Removing and installing the gearbox input r.p.m. sender G182 ”, page 183](#)

11 - Gearbox output r.p.m. sender - G195-

- measures the gearbox output speed
- Fitting location ⇒ [Fig. "“ Gearbox output r.p.m. sender -G195- ”“ , page 31](#)
- is checked by self-diagnosis
- ⇒ [“1.10 Removing and installing the gearbox output r.p.m. sender G195 ”, page 184](#)

12 - Selector lever position indicator - Y6-

- Fitting location ⇒ [Fig. "“ Selector lever position indicator -Y6- ”“ , page 31](#)
- a switched off gear display points to an emergency operation with deactivated gearbox control unit
- a fully lit gear display points to an emergency operation with activated gearbox control unit
- removing and installing ⇒ Electrical System; Rep. gr. 90

13 - Kick-down switch - F8-

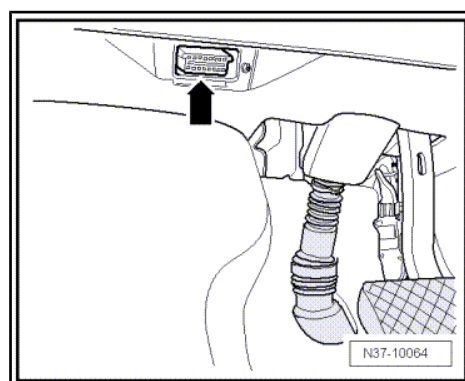
- Fitting location ⇒ [Fig. "“ Kick-down switch -F8- ”“ , page 32](#)
- is checked by self-diagnosis
- Signal transfer from engine to gearbox control unit via CAN databus
- removing and installing accelerator pedal module ⇒ Engine; Rep. gr. 20

14 - Brake light switch - F-

- Fitting location:
- ⇒ [Fig. "“ Brake light switch -F- up to MY 2011”“ , page 32](#)
- ⇒ [Fig. "“ Brake light switch -F- as of MY 2011”“ , page 32](#)
- Signal transfer from engine to gearbox control unit via CAN databus
- is checked by self-diagnosis
- removing and installing ⇒ Brake systems; Rep. gr. 46

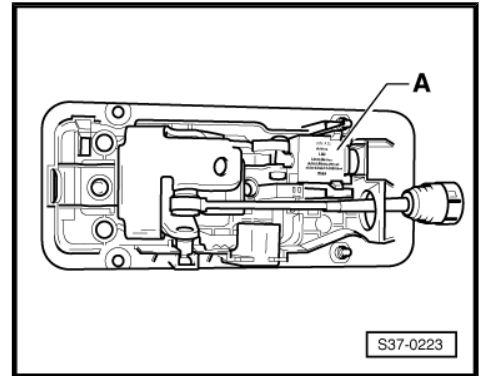
Diagnostic connection

Fitting location: Cover in driver's footwell



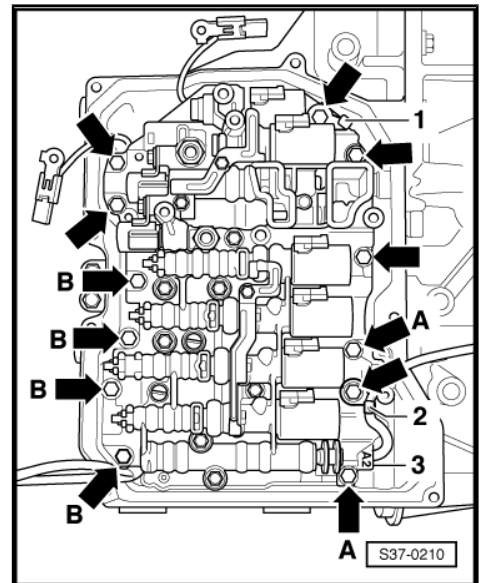
Selector lever lock solenoid - N110-

Fitting location: Selector lever lock solenoid - N110- -A- is in the gearshift mechanism.



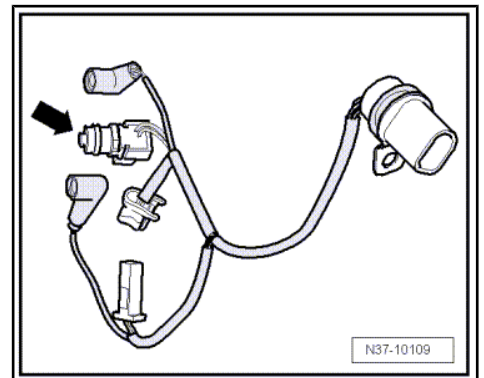
Slide valve body

Fitting location: The slide valve body is bolted to the bottom of the gearbox housing and covered with the gearbox oil pan.



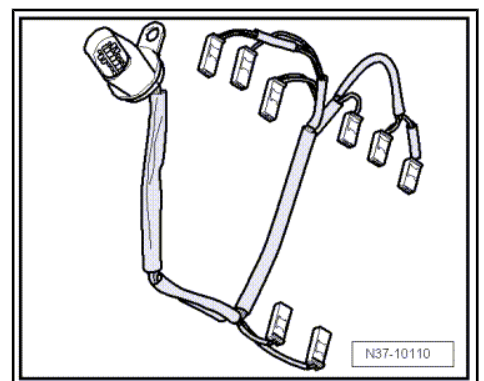
Wiring loom with 8-pin plug and integrated gearbox oil temperature sender - G93- -Arrow-

Fitting location: Wiring harness is fixed to the slide valve body



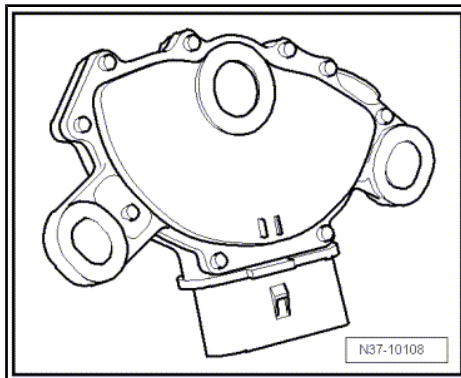
Wiring loom with 14-pin plug

Fitting location: Wiring harness is fixed to the slide valve body

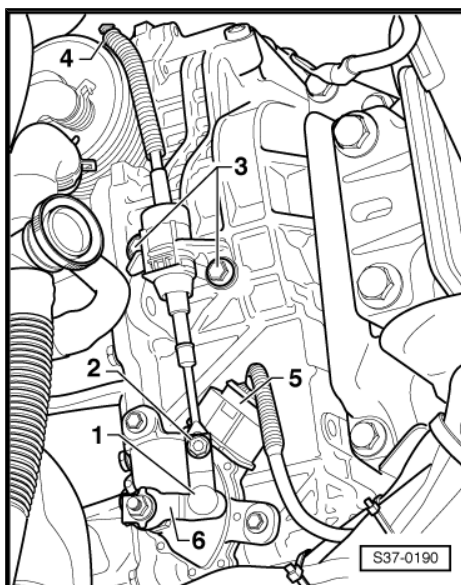




Multi-function switch - F125-



Fitting location: The multi-function switch is located at the top of the gearbox. The plug connection -5- is directly placed onto the multi-function switch.



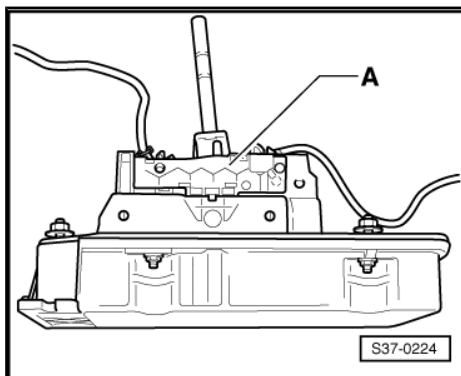
Switch for Tiptronic - F189-

Fitting location: The Tiptronic switch - F189- is integrated in the printed circuit board -A- of the gearshift mechanism.

The Tiptronic switch - F189- is installed firmly in the gearshift mechanism and cannot be replaced individually.

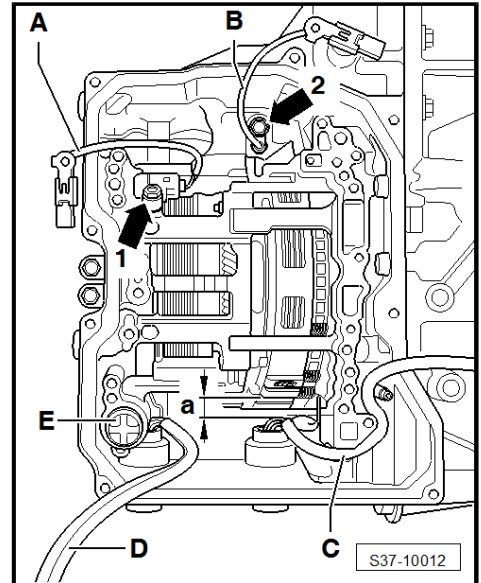
The removal and installation procedure is only possible together with the gearshift mechanism

⇒ ["2.9 Removing and installing selector mechanism", page 74](#) .



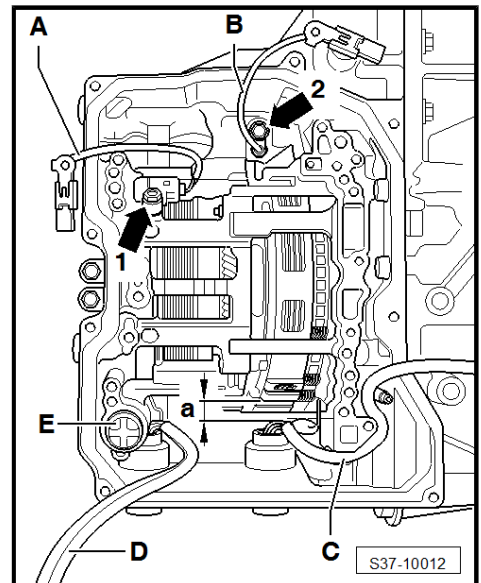
Gearbox output r.p.m. sender - G195-

Fitting location: The gearbox output r.p.m sender - G195-
 -arrow 2- is fixed to the gearbox housing behind the slide valve
 body.



Gearbox input r.p.m. sender - G182-

Fitting location: The gearbox input r.p.m sender - G182-
 -arrow 1- is fixed to the gearbox housing behind the slide valve
 body.

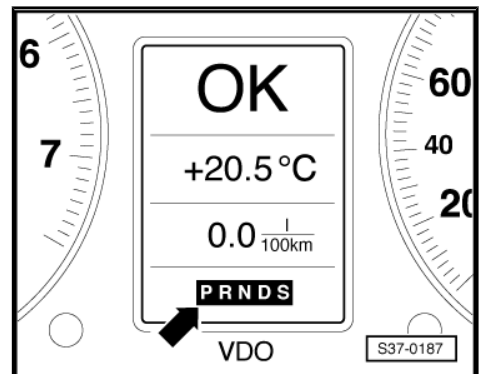


Selector lever position indicator - Y6-

Fitting location: Integrated in the dash panel insert.

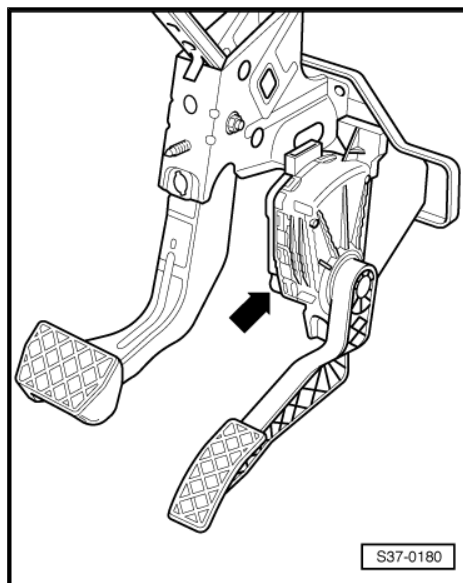


*The selector lever position indicator - Y6- can only be replaced
 together with the dash panel insert.*





Kick-down switch - F8-



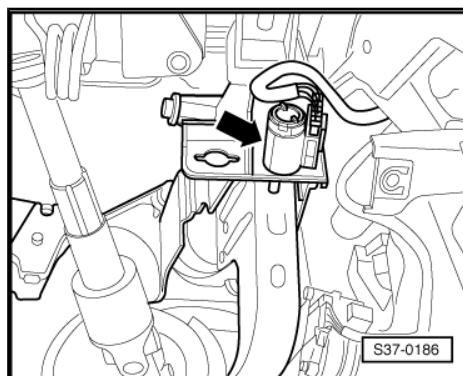
Brake light switch - F- up to MY 2011

Fitting location: The brake light switch - F- -arrow- is located in the foot controls.



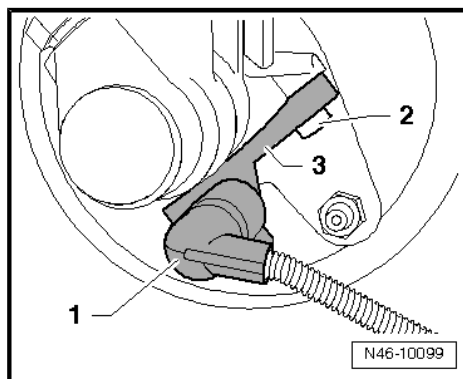
Note

The switch may only be installed once to ensure that it has an adequately tight fit.



Brake light switch - F- as of MY 2011

Fitting location: Brake light switch - F- -Pos. 3- is located on the master brake cylinder.



1.1.3 Summary of components - Electric and electronic components, fitting locations of the automatic gearbox (Octavia III)

1 - Diagnostic connection

- ❑ Fitting location: Cover in driver's footwell
⇒ [Fig. "Diagnostic connection", page 34](#)

2 - Automatic gearbox control unit - J217-

- ❑ Fitting location
⇒ ["1.2 Removing and installing automatic gearbox control unit J217", page 38](#)
- ❑ Control unit for automatic gearbox - J217- is checked using self-diagnosis

3 - Selector lever position indicator - Y6-

- ❑ Fitting location
⇒ [Fig. "Selector lever position indicator -Y6-", page 37](#)
- ❑ a switched off gear display points to an emergency operation with deactivated gearbox control unit
- ❑ a fully lit gear display points to an emergency operation with activated gearbox control unit
- ❑ removing and installing
⇒ Electrical System; Rep. gr. 90

4 - Cover for shift mechanism

- ❑ Assignment ⇒ Electronic Catalogue of Original Parts
- ❑ ⇒ ["2.5 Removing and Installing the cover for the shift mechanism", page 58](#)
- ❑ the Tiptronic switch - F189- is integrated in the shift mechanism; Fitting location:
⇒ [Fig. "Switch for Tiptronic -F189-", page 36](#)

5 - Slide valve body

- ❑ Fitting location ⇒ [Fig. "Slide valve body", page 34](#)
- ❑ ⇒ ["1.6 Removing and installing the slide valve body", page 171](#)

6 - Wiring loom with 8-pin plug and integrated gearbox oil temperature sender - G93-

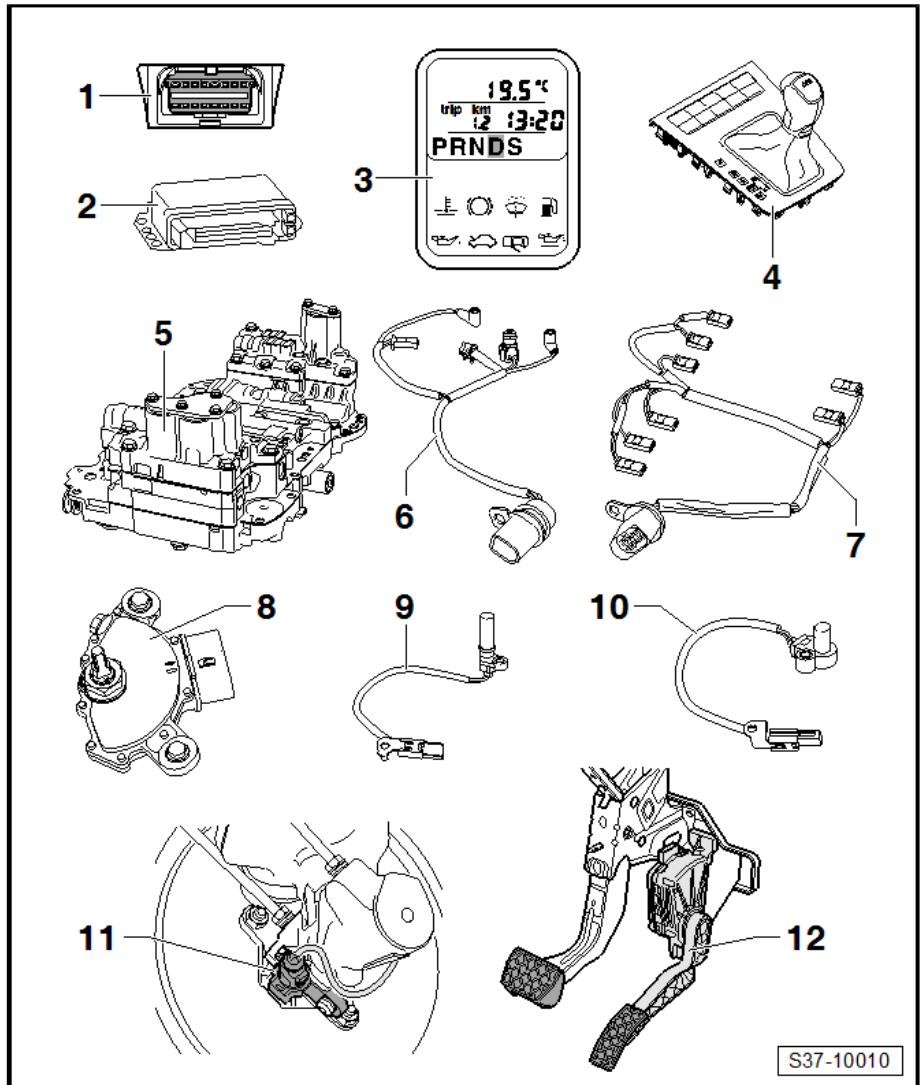
- ❑ Fitting location: Wiring harness is fixed to the slide valve body
⇒ [Fig. "Wiring loom with 8-pin plug and integrated gearbox oil temperature sender -G93- -Arrow-", page 35](#)
- ❑ ⇒ ["1.8 Removing and installing wiring loom with 8-pin plug and integrated gearbox oil temperature sender G93", page 181](#)
- ❑ Gearbox oil temperature sender - G93- is checked by self-diagnosis

7 - Wiring loom with 14-pin plug

- ❑ for solenoid valves and gearbox sensors
- ❑ Fitting location: Wiring harness is fixed to the slide valve body
⇒ [Fig. "Wiring loom with 14-pin plug", page 35](#)
- ❑ ⇒ ["1.7 removing and installing wiring loom with 14-pin plug", page 180](#)

8 - Multi-function switch - F125-

- ❑ Fitting location ⇒ [Fig. "Multi-function switch -F125-", page 35](#)



- ⇒ [“2.1 Removing and installing the multi-function switch F125 ”, page 185](#)
- ⇒ [“2.2 Setting multi-function switch F125 ”, page 187](#)
- Multi-function indicator - F125- is checked by self-diagnosis

9 - Gearbox output r.p.m. sender - G195-

- Fitting location ⇒ [Fig. ““ Gearbox output r.p.m. sender -G195- ””, page 36](#)
- ⇒ [“1.10 Removing and installing the gearbox output r.p.m. sender G195 ”, page 184](#)
- Gearbox output r.p.m sender - G195- is checked using self-diagnosis

10 - Gearbox input r.p.m. sender - G182-

- Fitting location ⇒ [Fig. ““ Gearbox input r.p.m. sender -G182- ””, page 36](#)
- ⇒ [“1.9 Removing and installing the gearbox input r.p.m. sender G182 ”, page 183](#)
- Gearbox input r.p.m. sender - G182- is checked using self-diagnosis

11 - Brake light switch - F-

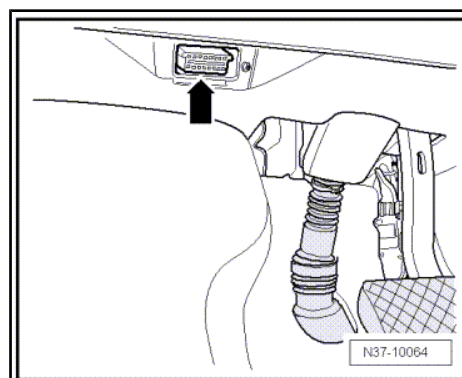
- Fitting location ⇒ [Fig. ““ Brake light switch -F- ””, page 37](#)
- removing and installing ⇒ Brake systems; Rep. gr. 46
- Signal transfer from engine to gearbox control unit via CAN databus
- Brake light switch - F- is checked by self-diagnosis

12 - Kick-down switch - F8-

- Fitting location ⇒ [Fig. ““ Kick-down switch -F8- ””, page 37](#)
- Signal transfer from engine to gearbox control unit via CAN databus
- removing and installing accelerator pedal module ⇒ Engine; Rep. gr. 20
- Kick-down switch - F8- is checked by self-diagnosis

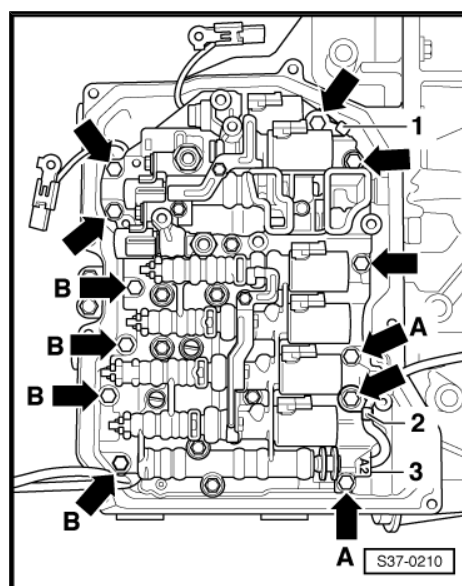
Diagnostic connection

Fitting location: Cover in driver's footwell.



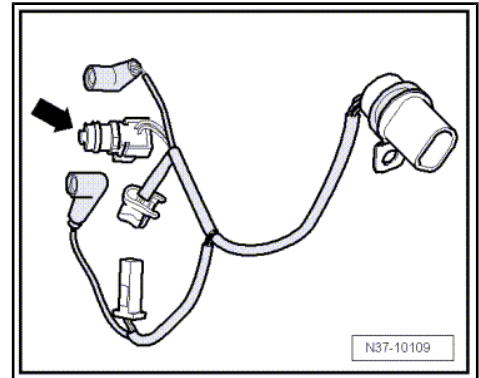
Slide valve body

Fitting location: The slide valve body is bolted to the bottom of the gearbox housing and covered with the gearbox oil pan.



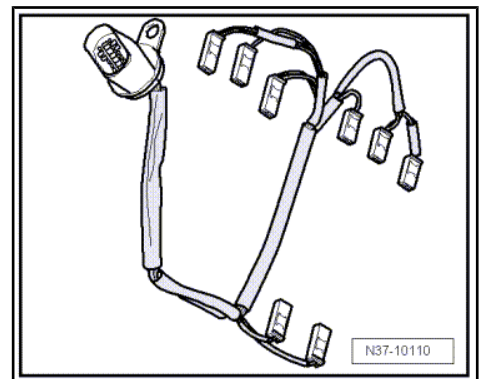
Wiring loom with 8-pin plug and integrated gearbox oil temperature sender - G93- -Arrow-

Fitting location: Wiring harness is fixed to the slide valve body.



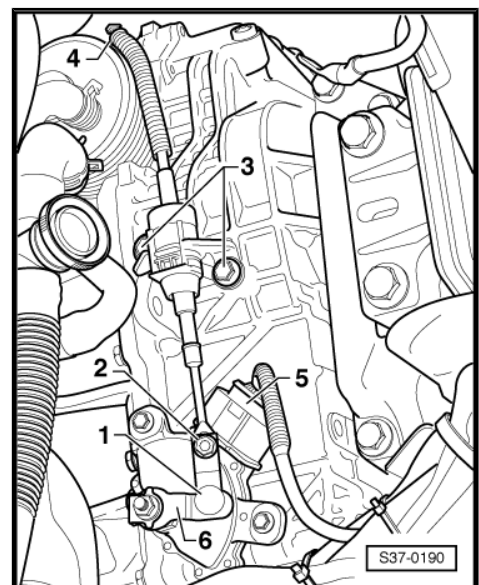
Wiring loom with 14-pin plug

Fitting location: Wiring harness is fixed to the slide valve body.



Multi-function switch - F125-

Fitting location: The multi-function switch is located at the top of the gearbox. The plug connection -5- is directly placed onto the multi-function switch.



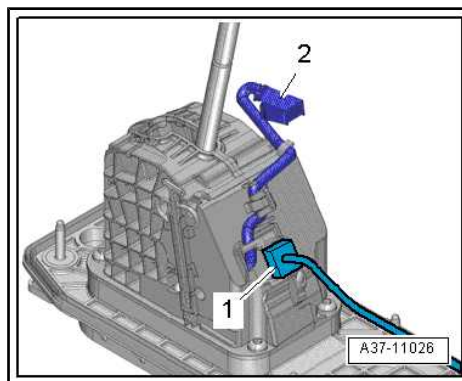
Switch for Tiptronic - F189-

Fitting location: The Tiptronic switch - F189- is integrated firmly in the gearshift mechanism and cannot be replaced separately.

The Tiptronic switch - F189- is installed firmly in the gearshift mechanism and cannot be replaced individually.

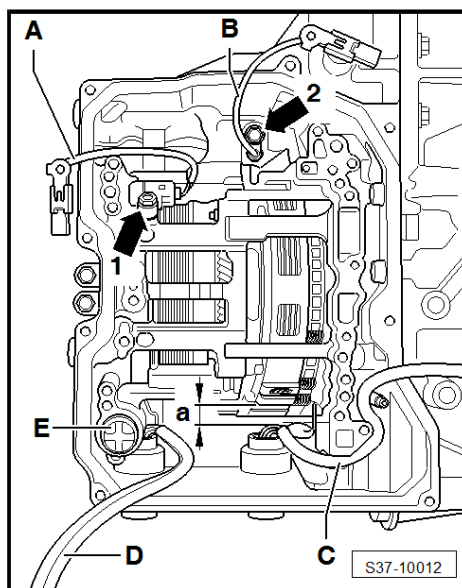
The removal and installation procedure is only possible together with the gearshift mechanism

⇒ ["2.9 Removing and installing selector mechanism", page 74](#) .



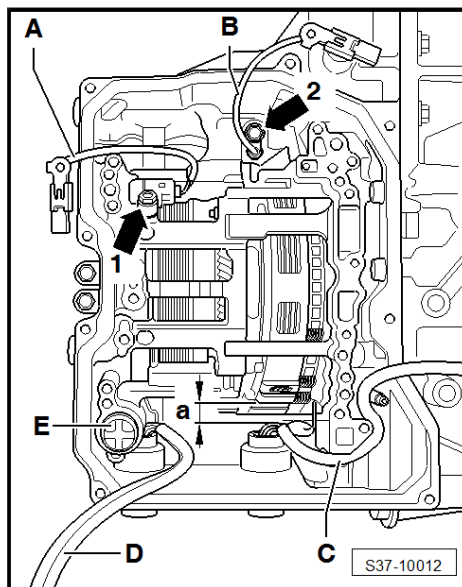
Gearbox output r.p.m. sender - G195-

Fitting location: The gearbox output r.p.m sender - G195- -arrow 2- is fixed to the gearbox housing behind the slide valve body.



Gearbox input r.p.m. sender - G182-

Fitting location: The gearbox input r.p.m sender - G182- -arrow 1- is fixed to the gearbox housing behind the slide valve body.

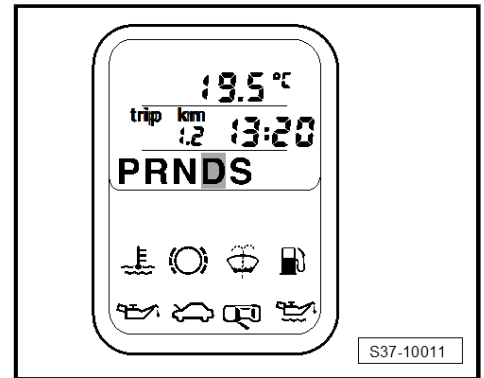


Selector lever position indicator - Y6-

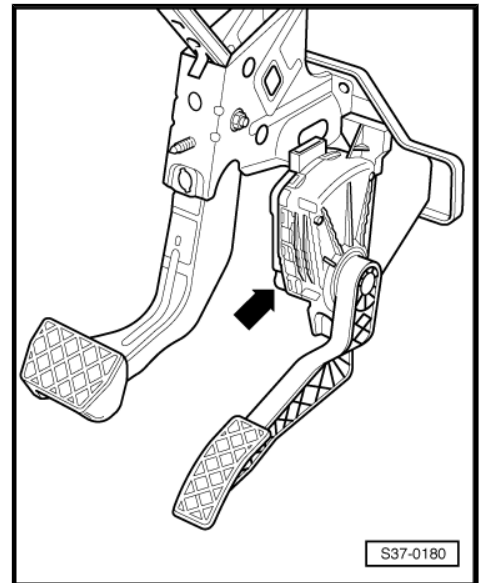
Fitting location: Integrated in the dash panel insert.



The selector lever position indicator - Y6- can only be replaced together with the dash panel insert.

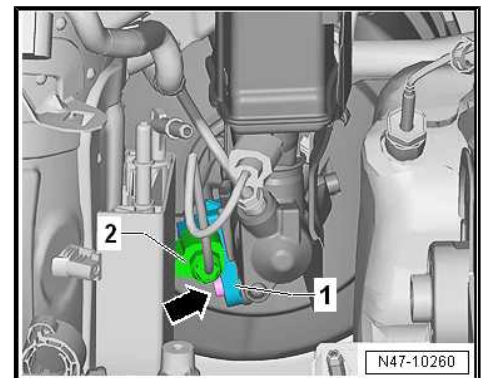


Kick-down switch - F8-



Brake light switch - F-

Fitting location: Brake light switch - F- -1- is located on the master brake cylinder.





1.2 Removing and installing automatic gearbox control unit - J217-

⇒ [“1.2.1 Removing and installing automatic gearbox control unit J217 \(Octavia II, Octavia III and Superb II\)”, page 38](#)

⇒ [“1.2.2 Removing and installing automatic gearbox control unit J217 \(Fabia II, Roomster, Rapid\)”, page 38](#)

⇒ [“1.2.3 Removing and installing automatic gearbox control unit \(YETI\) J217”, page 39](#)

1.2.1 Removing and installing automatic gearbox control unit - J217- (Octavia II, Octavia III and Superb II)

Fitting location: The control unit is located in the front left wheelhouse.

Removing



Caution

Observe measures when disconnecting and connecting the battery ⇒ Electrical System; Rep. gr. 27 .

Touch an earthed object before working on the electrical components. Do not grab directly at the plug contacts or electronic components.

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Remove front wheel on the left.
- Remove the left wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Unlock the plug connection from the gearbox control unit and disconnect.
- Release screws -arrows-.
- Take out control unit.



Note

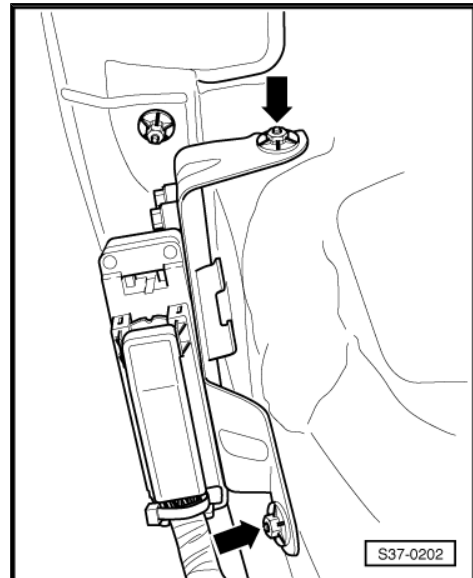
The adaptation values in the gearbox control unit are reset when the plug connection is separated. The control unit must re-initialise these values after the re-connection. During this “initialisation” the gearshift quality can be worse than usual.

Install

- Installation is carried out in the reverse order.

1.2.2 Removing and installing automatic gearbox control unit - J217- (Fabia II, Roomster, Rapid)

Fitting location: The control unit is located at the battery cover.



Removing



Caution

Observe measures when disconnecting and connecting the battery ⇒ Electrical System; Rep. gr. 27 .

Touch an earthed object before working on the electrical components. Do not grab directly at the plug contacts or electronic components.

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Unlock the plug connection from the gearbox control unit and disconnect.
- Press off locking tabs -arrows- from control unit holder.
- Remove control unit from the top.

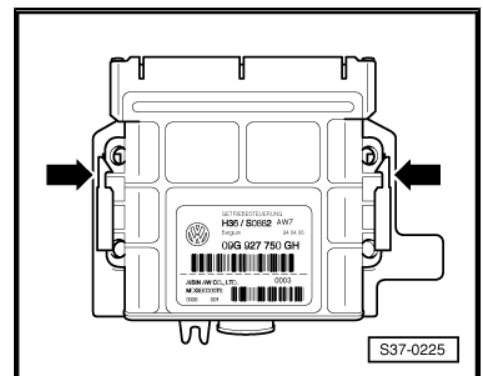
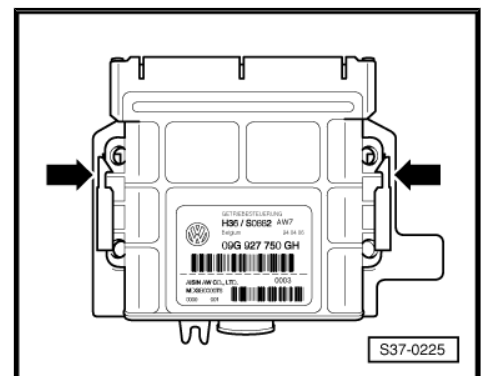


Note

The adaptation values in the gearbox control unit are reset when the plug connection is separated. The control unit must re-initialise these values after the re-connection. During this "initialisation" the gearshift quality can be worse than usual.

Install

- Insert the control unit into the mounting bracket at the battery cover until it clicks into the position of the locking tabs -arrows-.
- Mount the plug connection of the gearbox control unit.
- Connect earth strap of battery ⇒ Electrical System; Rep. gr. 27 .



1.2.3 Removing and installing automatic gearbox control unit (YETI) - J217-

Fitting location: The control unit is located at the battery cover in the engine compartment.

Removing



Caution

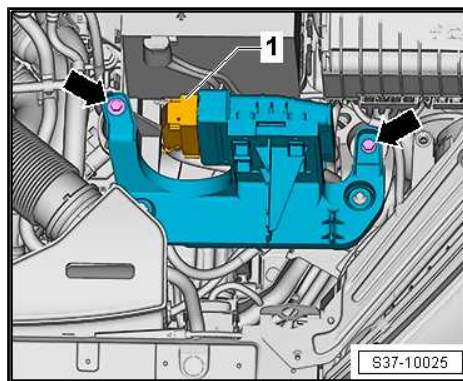
Observe measures when disconnecting and connecting the battery ⇒ Electrical System; Rep. gr. 27 .

Touch an earthed object before working on the electrical components. Do not grab directly at the plug contacts or electronic components.

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .



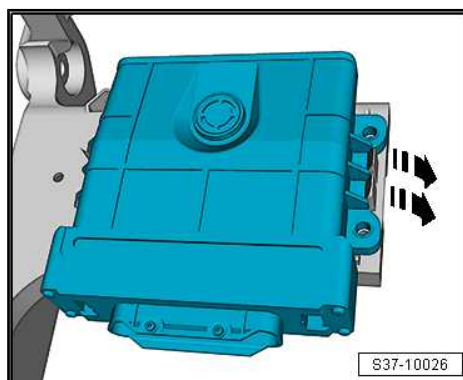
- Unlock the plug connection -1- and pull out.
- Unscrew screws -arrow-.
- Undo the mounting bracket with the automatic gearbox control unit - J217- from the bearing and remove it upwards and out.



- Unlock the catches -arrows- and remove the automatic gearbox control unit - J217- from the mounting bracket.

Install

- Installation is carried out in the reverse order.
- Pay attention to the correct locking of the plug connection and the catches.



	<p>WARNING</p> <p><i>Observe measures when disconnecting and connecting the battery => Electrical System; Rep. gr. 27 .</i></p>
--	---

- Connect earth strap of battery => Electrical System; Rep. gr. 27 .

Tightening torque

Component	Nm
Control unit holder at battery tray	5

2 Repairing shift mechanism

- ⇒ [“2.1 Assembly overview - shift mechanism ”, page 41](#)
- ⇒ [“2.2 Inspecting the gearshift mechanism”, page 54](#)
- ⇒ [“2.3 Inspecting and adjusting the selector lever control cable”, page 55](#)
- ⇒ [“2.4 Check the function of the ignition key removal lock”, page 57](#)
- ⇒ [“2.5 Removing and Installing the cover for the shift mechanism”, page 58](#)
- ⇒ [“2.6 Removing and installing and installing selector lever handle up to 10.2012”, page 65](#)
- ⇒ [“2.7 Removing and installing selector lever handle as of 11.2012”, page 70](#)
- ⇒ [“2.8 Installing the lock button at the selector lever handle”, page 72](#)
- ⇒ [“2.9 Removing and installing selector mechanism”, page 74](#)
- ⇒ [“2.10 Removing and installing the selector lever control cable”, page 92](#)
- ⇒ [“2.11 Removing and installing the Tiptronic switch F189 ”, page 100](#)
- ⇒ [“2.12 Removing and installing selector lever lock solenoid N110 ”, page 100](#)
- ⇒ [“2.13 Checking the plug connections at the gearshift mechanism”, page 104](#)
- ⇒ [“2.14 Emergency release of gearshift mechanism out of position P ”, page 105](#)

2.1 Assembly overview - shift mechanism

- ⇒ [“2.1.1 Summary of components - Gearshift mechanism -Octavia II up to 10.2009”, page 41](#)
- ⇒ [“2.1.2 Summary of components - Gearshift mechanism - Octavia II as of 11.2009”, page 44](#)
- ⇒ [“2.1.3 Summary of components - Gearshift mechanism -Superb II”, page 46](#)
- ⇒ [“2.1.4 Summary of components - Shift mechanism up to 10.2011 \(Fabia II and Roomster\)”, page 47](#)
- ⇒ [“2.1.5 Summary of components - Shift mechanism as of 11.2011 \(Fabia II and Roomster\)”, page 49](#)
- ⇒ [“2.1.6 Summary of components - Gearshift mechanism \(Rapid\)”, page 51](#)
- ⇒ [“2.1.7 Summary of components - Gearshift mechanism \(Octavia III, Yeti\)”, page 53](#)

2.1.1 Summary of components - Gearshift mechanism -Octavia II up to 10.2009



Note

Grease bearing and friction surfaces with grease - G 000 450 02-.

Ignition key anti-removal lock is not actuated mechanically with the linkage but electrically with a magnet.

- ◆ Check the function of the ignition key anti-removal lock
⇒ [“2.4 Check the function of the ignition key removal lock”, page 57](#) .

1 - Cover with handle

- ❑ ⇒ [“2.5 Removing and Installing the cover for the shift mechanism”, page 58](#)
- ❑ ⇒ [“2.6 Removing and installing and installing selector lever handle up to 10.2012”, page 65](#)
- ❑ for the emergency release only the cover needs to be unclipped ⇒ [“2.14 Emergency release of gearshift mechanism out of position P”, page 105](#)

2 - Stop buffer for selector lever

- ❑ clipped into the gearshift mechanism

3 - Nut

- ❑ 4 pieces
- ❑ for attaching the gearshift mechanism to body
- ❑ 10 Nm

4 - Shift mechanism

- ❑ ⇒ [“2.9 Removing and installing selector mechanism”, page 74](#)
- ❑ with firmly integrated circuit board for gearshift mechanism, do not touch
- ❑ with firmly integrated Tiptronic switch - F189- and Selector lever lock solenoid - N110- , these components can be checked in the “Targeted fault finding” ⇒ Vehicle diagnostic tester

- ❑ replace gearshift mechanism if Tiptronic switch - F189- defective ⇒ [“2.9 Removing and installing selector mechanism”, page 74](#)
- ❑ If the selector lever lock solenoid - N110- is faulty, the shift mechanism will need to be replaced ⇒ [“2.9 Removing and installing selector mechanism”, page 74](#)

5 - Latch spring

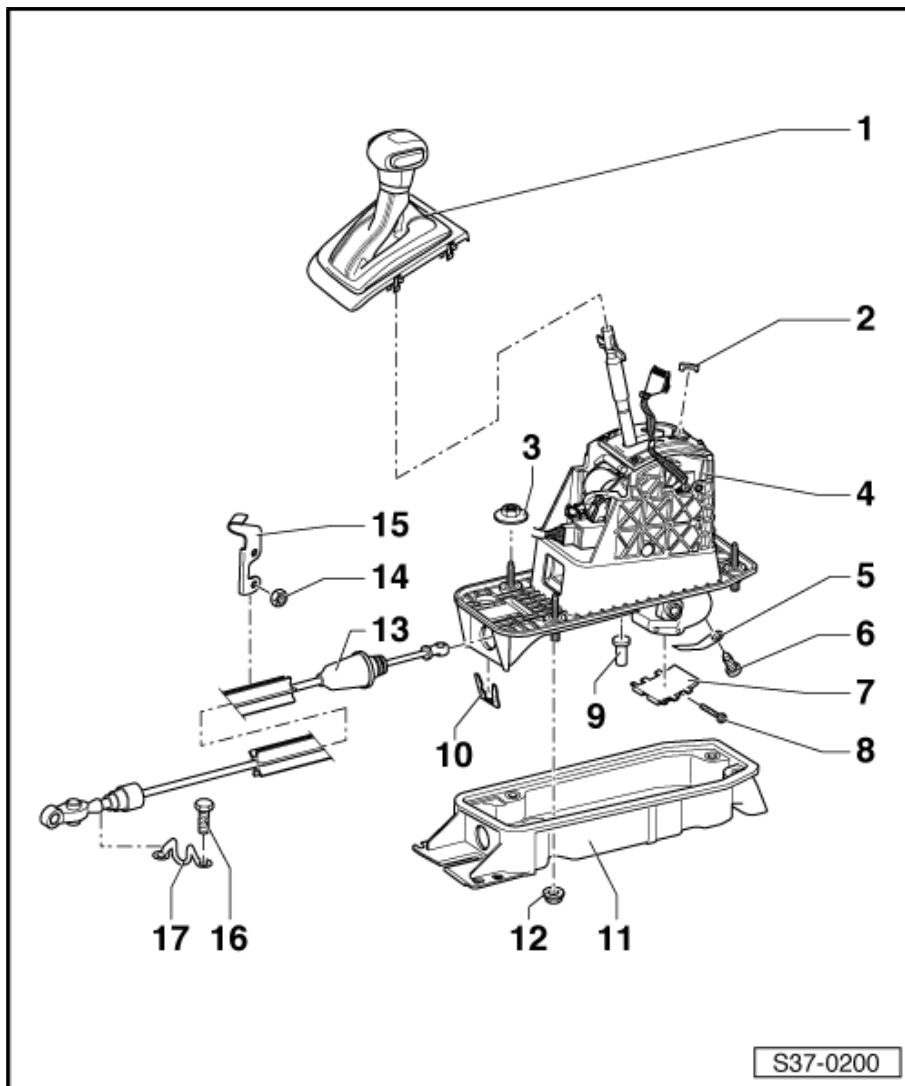
6 - Screw

- ❑ 3.5 Nm

7 - Catch plate

8 - Screw

- ❑ 4 pieces
- ❑ for attaching the catch plate to the gearshift mechanism
- ❑ 3.5 Nm





9 - Bearing bolt

- for selector lever control cable on gearshift mechanism

10 - Lock washer

- for selector lever control cable on gearshift mechanism
- replace

11 - Cover for gearshift mechanism

- with affixed gasket

12 - Nut

- self-locking
- for attaching the cover to the gearshift mechanism
- 4 pieces
- replace ⇒ Electronic Catalogue of Original Parts
- 9 Nm

13 - Selector lever control cable

- do not bend or buckle
- if the boot is damaged the selector lever control cable must be replaced
- ⇒ [“2.3 Inspecting and adjusting the selector lever control cable”, page 55](#)
- ⇒ [“2.10 Removing and installing the selector lever control cable”, page 92](#)
- Do not grease drawbar eye and ball socket.

14 - Nut

- for holder Pos. 15 at gearbox
- 13 Nm

15 - Support

- for selector lever control cable

16 - Screw

- for cable support to gearbox
- 2 pieces
- 23 Nm

17 - Cable support

- for selector lever control cable on gearbox



2.1.2 Summary of components - Gearshift mechanism - Octavia II as of 11.2009



Note

The selector lever control cable was replaced as a separate component part up to production date 10.2009. As of production date 11.2009, this is no longer possible, the selector lever control cable Pos. 10 must not be removed (separated) from the shift mechanism Pos. 3, it must be replaced together as one component part → Electronic Catalogue of Original Parts .

1 - Cover with handle up to 10.2012

- ⇒ [“2.5 Removing and installing the cover for the shift mechanism”, page 58](#)
- ⇒ [“2.6 Removing and installing and installing selector lever handle up to 10.2012”, page 65](#)



Note

As of 11.2012, the selector handle was changed, see Pos. 2

- for the emergency release only the cover needs to be unclipped ⇒ [“2.14 Emergency release of gearshift mechanism out of position P”, page 105](#)
- the symbol insert and the circuit board with the lamp for selector lever scale illumination - L101- are integrated in the cover

2 - Cover with handle as of 11.2012

- ⇒ [“2.5 Removing and installing the cover for the shift mechanism”, page 58](#)
- ⇒ [“2.7 Removing and installing selector lever handle as of 11.2012”, page 70](#)

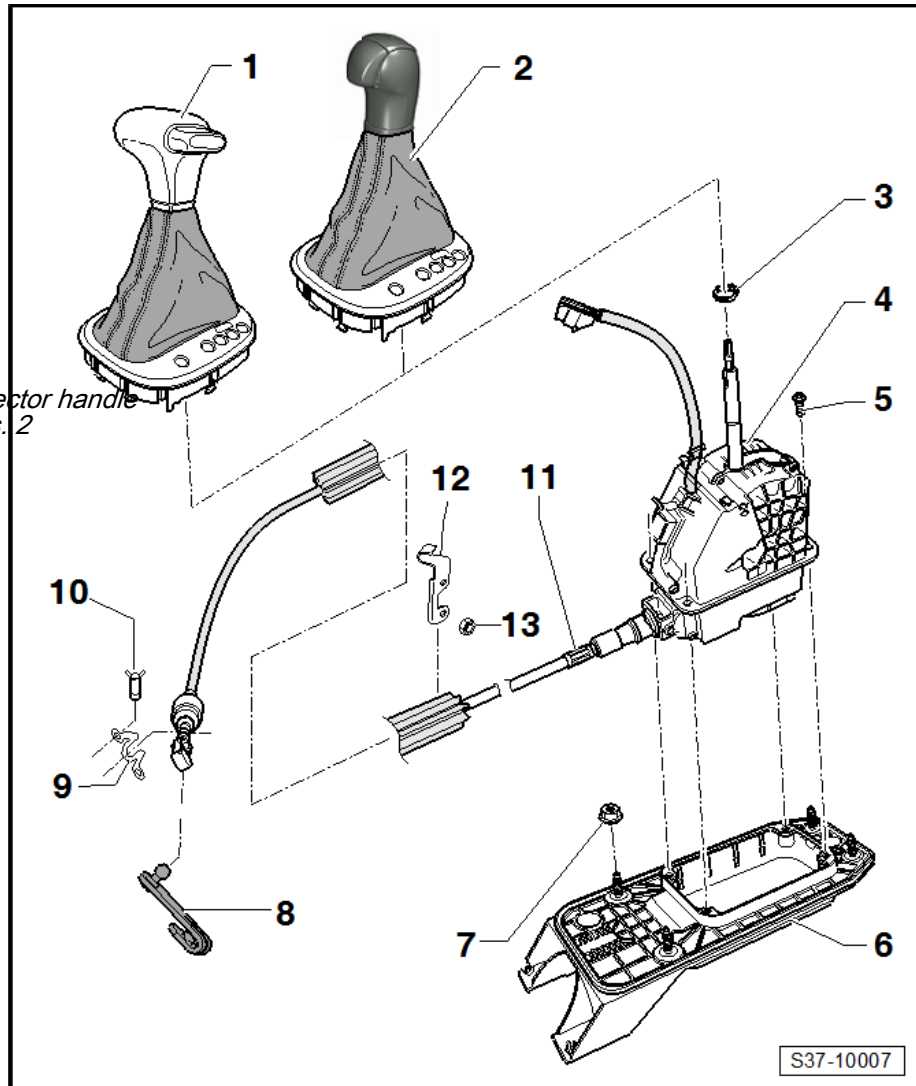
- for the emergency release only the cover needs to be unclipped ⇒ [“2.14 Emergency release of gearshift mechanism out of position P”, page 105](#)
- the symbol insert and the circuit board with the lamp for selector lever scale illumination - L101- are integrated in the cover

3 - Open warm-type clamp

- always replace ⇒ Electronic Catalogue of Original Parts
- tighten using hose binding claw - V.A.G 1275-

4 - Shift mechanism

- with selector lever lock solenoid - N110-
- ⇒ [“2.14 Emergency release of gearshift mechanism out of position P”, page 105](#)
- ⇒ [“2.9 Removing and installing selector mechanism”, page 74](#)



- ⇒ [“2.3 Inspecting and adjusting the selector lever control cable”, page 55](#)
- ⇒ [Fig. ““Remove the shift mechanism together with the selector lever control cable from the shift housing”, page 45](#)

5 - Screw

- 8 Nm

6 - Shift housing with gasket

- ⇒ [Fig. ““Remove the shift mechanism together with the selector lever control cable from the shift housing”, page 45](#)

7 - Nut

- 4 pieces
- 25 Nm

8 - Gearshift lever

9 - Cable support

- for selector lever control cable

10 - Screw

- for cable support to gearbox
- 2 pieces
- 23 Nm

11 - Selector lever control cable

- when installing in the vehicle, clamp on the gearbox side with the fixing part to the heat shield of the exhaust system
- The selector lever control cable must not be separated from the shift mechanism Pos. 3, it must be removed together as one component part ⇒ Electronic Catalogue of Original Parts.
- Do not grease selector lever control cable
- ⇒ [Fig. ““Remove the shift mechanism together with the selector lever control cable from the shift housing”, page 45](#)
- ⇒ [“2.3 Inspecting and adjusting the selector lever control cable”, page 55](#)

12 - Support

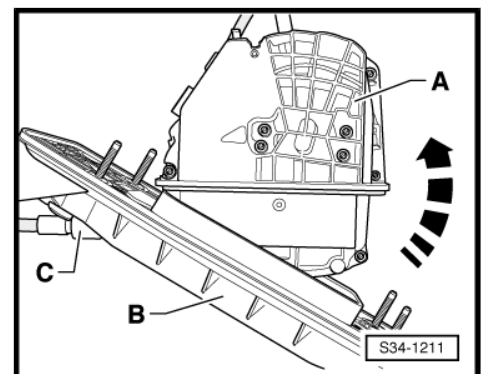
- for selector lever control cable

13 - Nut

- for holder Pos. 12 at gearbox
- 13 Nm

Remove the shift mechanism together with the selector lever control cable from the shift housing

Remove the shift mechanism -A- together with the selector lever control cable -C- from the shift housing -B- in -direction of arrow-. To do so, unscrew 4 screws Pos. 5 (fig. S37-10007) from the shift housing ⇒ [Item 5 \(page 45\)](#) .





2.1.3 Summary of components - Gearshift mechanism -Superb II

1 - Cover with handle up to 10.2012

- ❑ ⇒ [“2.5 Removing and Installing the cover for the shift mechanism”, page 58](#)
- ❑ ⇒ [“2.6 Removing and installing selector lever handle up to 10.2012”, page 65](#)



Note

As of 11.2012, the selector handle was changed, see Pos. 2

- ❑ for the emergency release only the cover needs to be unclipped ⇒ [“2.14 Emergency release of gearshift mechanism out of position P”, page 105](#)
- ❑ the symbol insert and the circuit board with the lamp for selector lever scale illumination - L101- are integrated in the cover

2 - Cover with handle as of 11.2012

- ❑ ⇒ [“2.5 Removing and Installing the cover for the shift mechanism”, page 58](#)
- ❑ ⇒ [“2.7 Removing and installing selector lever handle as of 11.2012”, page 70](#)

- ❑ for the emergency release only the cover needs to be unclipped ⇒ [“2.14 Emergency release of gearshift mechanism out of position P”, page 105](#)
- ❑ the symbol insert and the circuit board with the lamp for selector lever scale illumination - L101- are integrated in the cover

3 - Open warm-type clamp

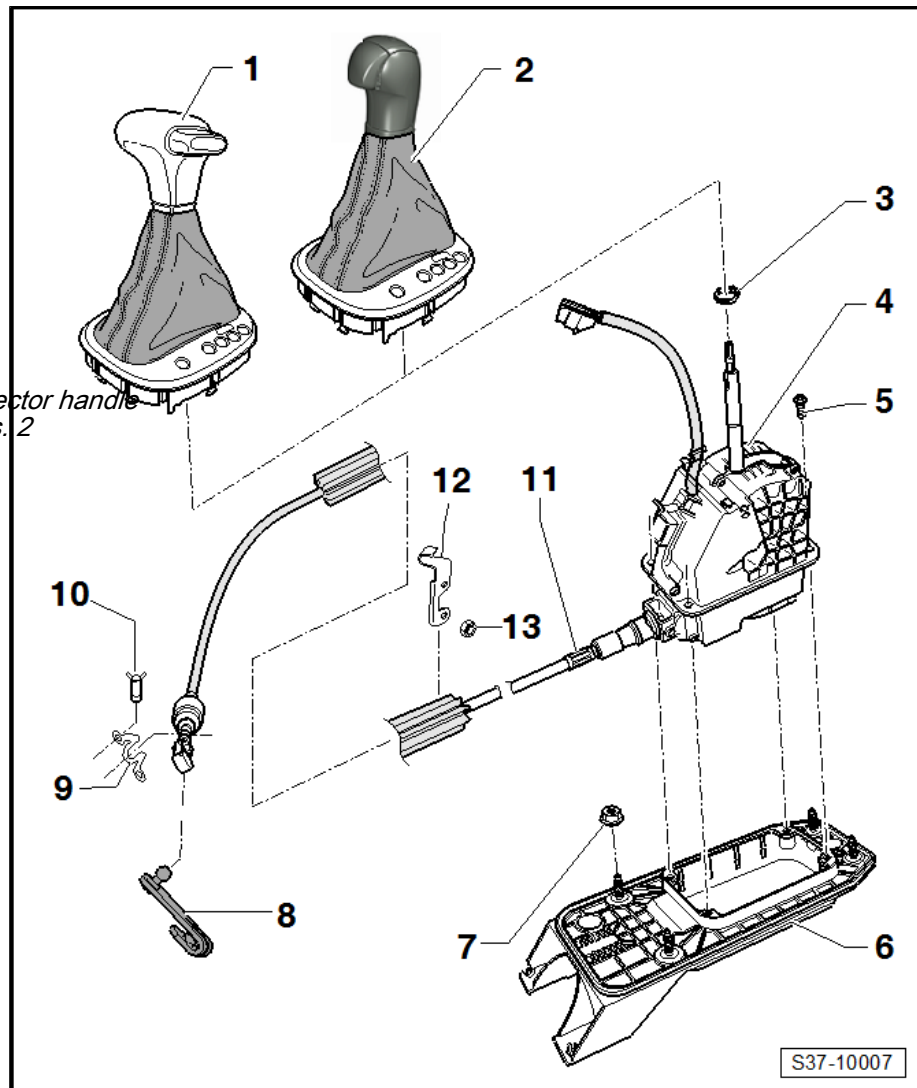
- ❑ always replace ⇒ Electronic Catalogue of Original Parts
- ❑ tighten using hose binding claw - V.A.G 1275-

4 - Shift mechanism

- ❑ with selector lever lock solenoid - N110-
- ❑ ⇒ [“2.14 Emergency release of gearshift mechanism out of position P”, page 105](#)
- ❑ ⇒ [“2.9 Removing and installing selector mechanism”, page 74](#)
- ❑ ⇒ [“2.3 Inspecting and adjusting the selector lever control cable”, page 55](#)
- ❑ ⇒ [Fig. “Remove the shift mechanism together with the selector lever control cable from the shift housing”, page 47](#)

5 - Screw

- ❑ 8 Nm



6 - Shift housing with gasket

- ⇒ Fig. [“Remove the shift mechanism together with the selector lever control cable from the shift housing”](#), page 47

7 - Nut

- 4 pieces
- 25 Nm

8 - Gearshift lever

9 - Cable support

- for selector lever control cable

10 - Screw

- for cable support to gearbox
- 2 pieces
- 23 Nm

11 - Selector lever control cable

- when installing in the vehicle, clamp on the gearbox side with the fixing part to the heat shield of the exhaust system
- The selector lever control cable must not be separated from the shift mechanism Pos. 3, it must be removed together as one component part ⇒ Electronic Catalogue of Original Parts .
- Do not grease selector lever control cable
- ⇒ Fig. [“Remove the shift mechanism together with the selector lever control cable from the shift housing”](#), page 47
- ⇒ [“2.3 Inspecting and adjusting the selector lever control cable”](#), page 55

12 - Support

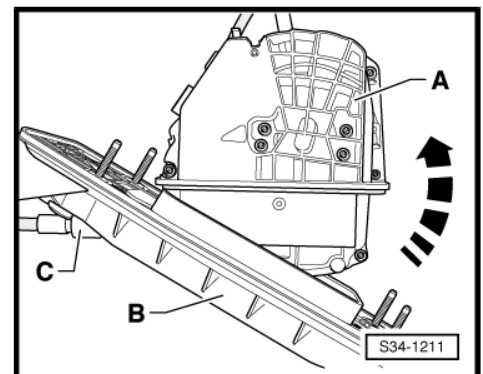
- for selector lever control cable

13 - Nut

- for holder Pos. 12 at gearbox
- 13 Nm

Remove the shift mechanism together with the selector lever control cable from the shift housing

Remove the shift mechanism -A- together with the selector lever control cable -C- from the shift housing -B- in -direction of arrow-. To do so, unscrew 4 screws Pos. 5 (fig. S37-10007) from the shift housing ⇒ [Item 5 \(page 46\)](#) .



2.1.4 Summary of components - Shift mechanism up to 10.2011 (Fabia II and Roomster)



Note

Grease bearing and friction surfaces with grease - G 000 450 02-.

Ignition key anti-removal lock is not actuated mechanically with the linkage but electrically with a magnet.

1 - Cover with handle

- ⇒ [“2.5 Removing and Installing the cover for the shift mechanism”, page 58](#)
- ⇒ [“2.6 Removing and installing selector lever handle up to 10.2012”, page 65](#)

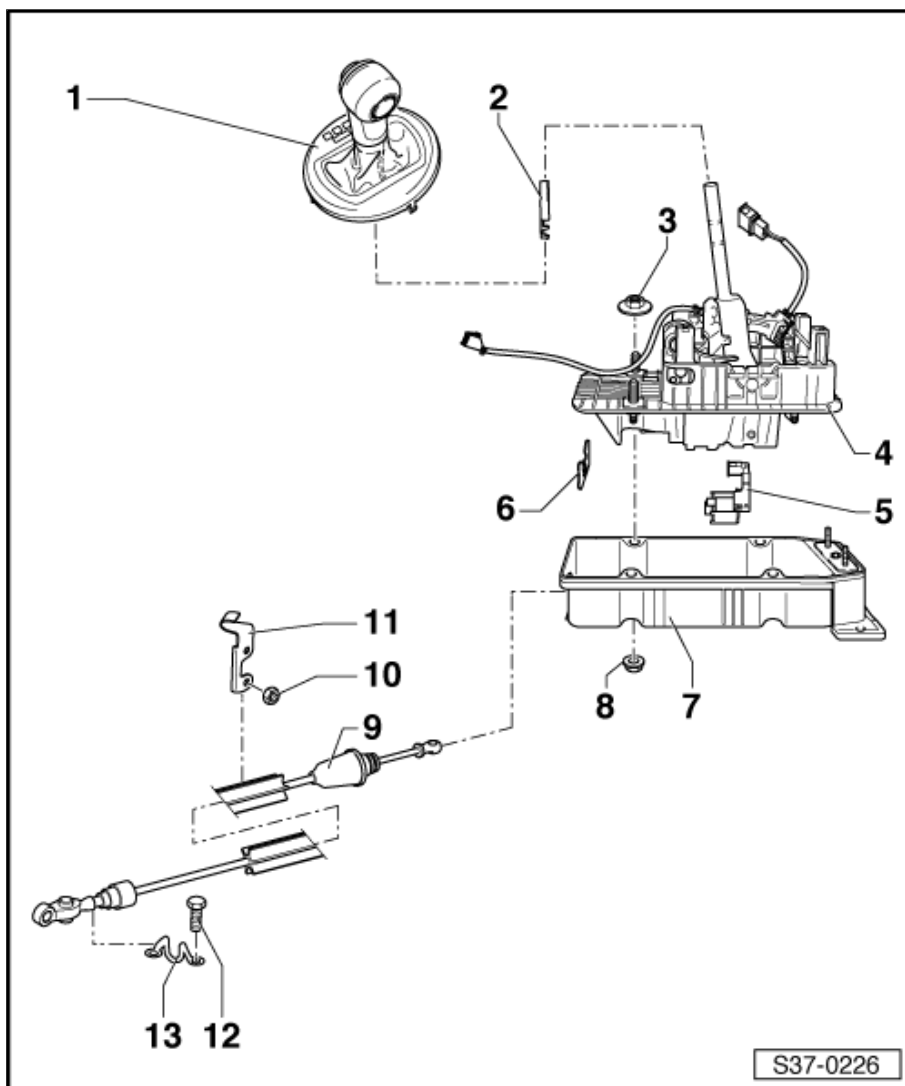
2 - Intermediate piece

3 - Nut

- 4 pieces
- for attaching the gearshift mechanism to body
- 25 Nm

4 - Shift mechanism

- ⇒ [“2.9 Removing and installing selector mechanism”, page 74](#)
- with firmly integrated circuit board for gearshift mechanism, do not touch
- with firmly integrated Tiptronic switch - F189-, this can be checked in the “Targeted fault finding” ⇒ Vehicle diagnostic tester
- replace gearshift mechanism if Tiptronic switch - F189- defective ⇒ [“2.9 Removing and installing selector mechanism”, page 74](#)



5 - Selector lever lock solenoid - N110-

- ⇒ [“2.12 Removing and installing selector lever lock solenoid N110”, page 100](#)
- Selector lever lock solenoid - N110- is checked using self-diagnosis

6 - Retaining clip

- for selector lever control cable on gearshift mechanism
- replace

7 - Cover for gearshift mechanism

- with affixed gasket

8 - Nut

- self-locking
- for attaching the cover to the gearshift mechanism
- 4 pieces
- replace ⇒ Electronic Catalogue of Original Parts
- 9 Nm

9 - Selector lever control cable

- do not bend or buckle
- if the boot is damaged the selector lever control cable must be replaced
- ⇒ [“2.3 Inspecting and adjusting the selector lever control cable”, page 55](#)
- ⇒ [“2.10 Removing and installing the selector lever control cable”, page 92](#)

- Do not grease drawbar eye and ball socket.
- when installing in the vehicle, clamp on the gearbox side with the fixing part to the heat shield of the exhaust system

10 - Nut

- for holder Pos. 11 at gearbox
- 13 Nm

11 - Support

- for selector lever control cable

12 - Screw

- for cable support to gearbox
- 2 pieces
- 23 Nm

13 - Cable support

- for selector lever control cable on gearbox

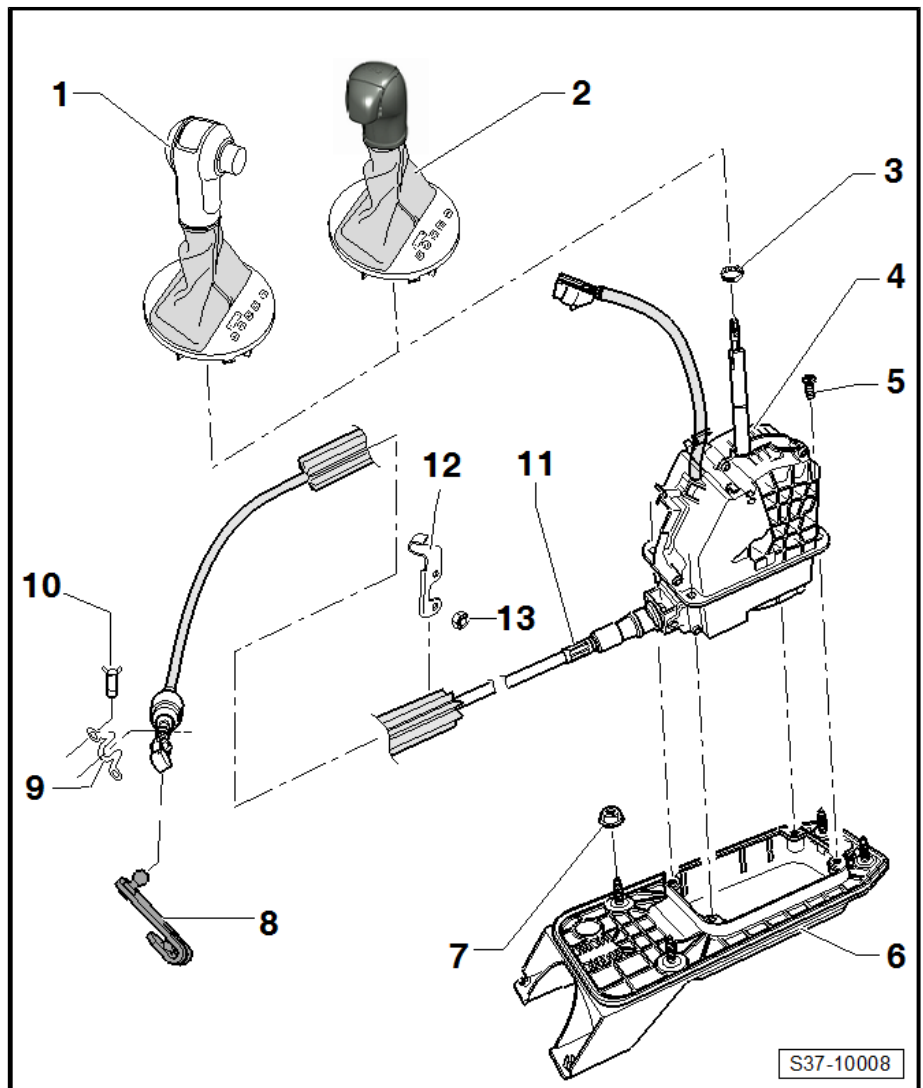
2.1.5 Summary of components - Shift mechanism as of 11.2011 (Fabia II and Roomster)

1 - Cover with handle up to 10.2012

- As of 11.2012, the selector handle was changed, see Pos. 2
- ⇒ [“2.5 Removing and Installing the cover for the shift mechanism”, page 58](#)
- ⇒ [“2.6 Removing and installing and installing selector lever handle up to 10.2012”, page 65](#)
- for the emergency release only the cover needs to be unclipped ⇒ [“2.14 Emergency release of gearshift mechanism out of position P”, page 105](#)
- the symbol insert and the circuit board with the lamp for selector lever scale illumination - L101- are integrated in the cover

2 - Cover with handle as of 11.2012

- ⇒ [“2.5 Removing and Installing the cover for the shift mechanism”, page 58](#)
- ⇒ [“2.7 Removing and installing selector lever handle as of 11.2012”, page 70](#)
- for the emergency release only the cover





needs to be unclipped

⇒ [“2.14 Emergency release of gearshift mechanism out of position P”](#), page 105

- the symbol insert and the circuit board with the lamp for selector lever scale illumination - L101- are integrated in the cover

3 - Open warm-type clamp

- replace ⇒ Electronic Catalogue of Original Parts
- tighten using hose binding claw - V.A.G 1275-

4 - Shift mechanism

- with selector lever lock solenoid - N110-
- ⇒ [“2.14 Emergency release of gearshift mechanism out of position P”](#), page 105
- ⇒ [“2.9 Removing and installing selector mechanism”](#), page 74
- ⇒ [“2.3 Inspecting and adjusting the selector lever control cable”](#), page 55
- ⇒ [Fig. “Remove the shift mechanism together with the selector lever control cable from the shift housing”](#), page 51

5 - Screw

- 8 Nm

6 - Shift housing with gasket

- ⇒ [Fig. “Remove the shift mechanism together with the selector lever control cable from the shift housing”](#), page 51

7 - Nut

- 4 pieces
- 25 Nm

8 - Gearshift lever

9 - Cable support

- for selector lever control cable

10 - Screw

- for cable support to gearbox
- 2 pieces
- 23 Nm

11 - Selector lever control cable

- when installing in the vehicle, clamp on the gearbox side with the fixing part to the heat shield of the exhaust system
- The selector lever control cable must not be separated from the shift mechanism Pos. 3, it must be removed together as one component part ⇒ Electronic Catalogue of Original Parts.
- Do not grease selector lever control cable
- ⇒ [Fig. “Remove the shift mechanism together with the selector lever control cable from the shift housing”](#), page 51
- ⇒ [“2.3 Inspecting and adjusting the selector lever control cable”](#), page 55

12 - Support

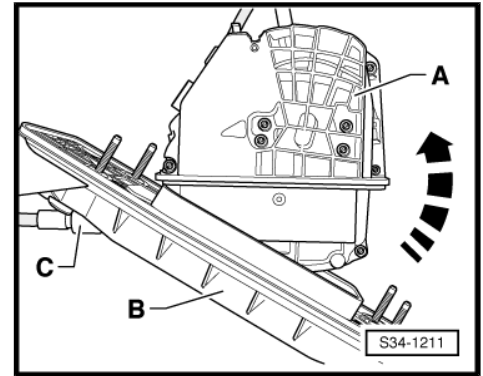
- for selector lever control cable

13 - Nut

- for holder Pos. 12 at gearbox
- 13 Nm

Remove the shift mechanism together with the selector lever control cable from the shift housing

Remove the shift mechanism -A- together with the selector lever control cable -C- from the shift housing -B- in -direction of arrow-. To do so, unscrew 4 screws Pos. 5 (fig. S37-10008) from the shift housing => [Item 5 \(page 50\)](#) .



2.1.6 Summary of components - Gearshift mechanism (Rapid)

1 - Cover with handle up to 10.2012

- As of 11.2012, the selector handle was changed, see Pos. 2
- => ["2.5 Removing and Installing the cover for the shift mechanism", page 58](#)
- => ["2.6 Removing and installing selector lever handle up to 10.2012", page 65](#)
- for the emergency release only the cover needs to be unclipped => ["2.14 Emergency release of gearshift mechanism out of position P", page 105](#)
- the symbol insert and the circuit board with the lamp for selector lever scale illumination - L101- are integrated in the cover

2 - Cover with handle as of 11.2012

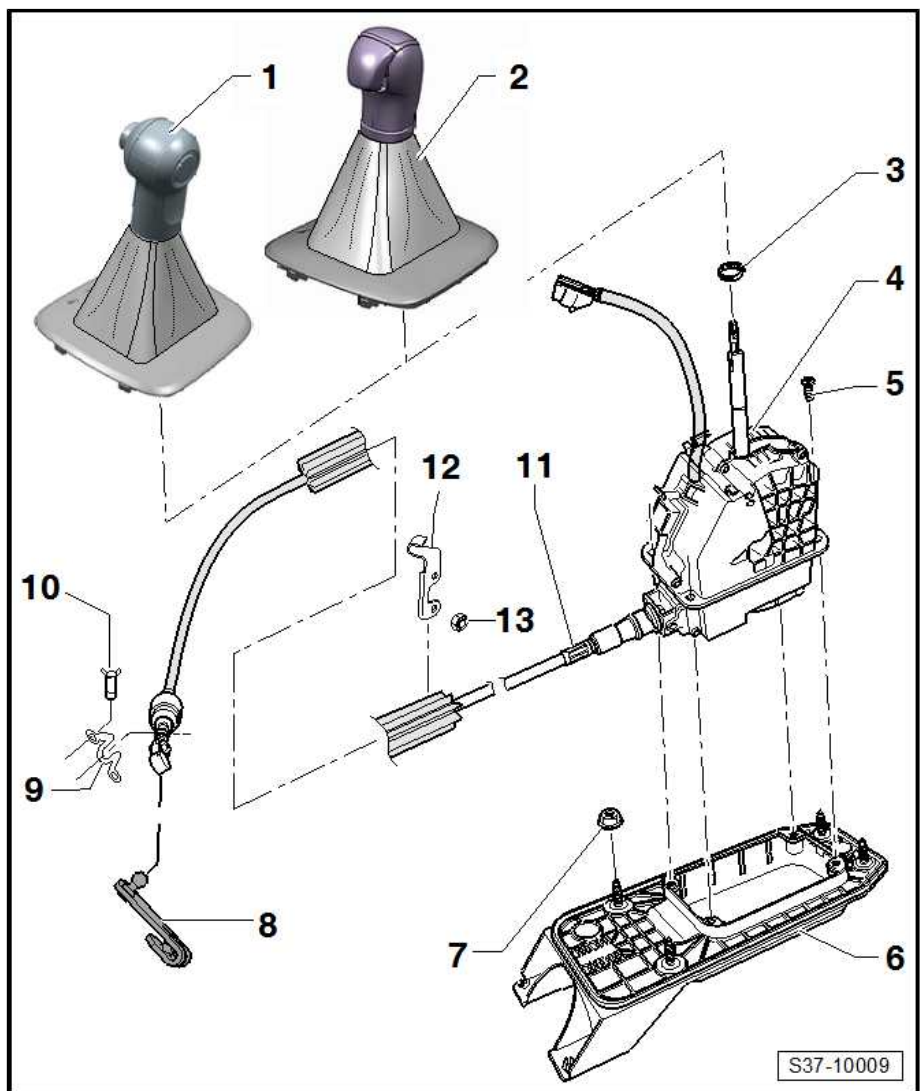
- => ["2.5 Removing and Installing the cover for the shift mechanism", page 58](#)
- => ["2.7 Removing and installing selector lever handle as of 11.2012", page 70](#)

- for the emergency release only the cover needs to be unclipped => ["2.14 Emergency release of gearshift mechanism out of position P", page 105](#)

- the symbol insert and the circuit board with the lamp for selector lever scale illumination - L101- are integrated in the cover

3 - Open warm-type clamp

- replace => Electronic Catalogue of Original Parts
- tighten using hose binding claw - V.A.G 1275-



4 - Shift mechanism

- with selector lever lock solenoid - N110-
- ⇒ [“2.14 Emergency release of gearshift mechanism out of position P ”, page 105](#)
- ⇒ [“2.9 Removing and installing selector mechanism”, page 74](#)
- ⇒ [“2.3 Inspecting and adjusting the selector lever control cable”, page 55](#)
- ⇒ [Fig. ““Remove the shift mechanism together with the selector lever control cable from the shift housing””, page 52](#)

5 - Screw

- 8 Nm

6 - Shift housing with gasket

- Remove the shift mechanism from the shift housing ⇒ [page 52](#)

7 - Nut

- 4 pieces
- 25 Nm

8 - Gearshift lever

9 - Cable support

- for selector lever control cable

10 - Screw

- for cable support to gearbox
- 2 pieces
- 23 Nm

11 - Selector lever control cable

- The selector lever control cable must not be separated from the shift mechanism Pos. 3, it must be removed together as one component part ⇒ Electronic Catalogue of Original Parts.
- when installing in the vehicle, clamp on the gearbox side with the fixing part to the heat shield of the exhaust system
- Do not grease selector lever control cable
- ⇒ [Fig. ““Remove the shift mechanism together with the selector lever control cable from the shift housing””, page 52](#)
- ⇒ [“2.3 Inspecting and adjusting the selector lever control cable”, page 55](#)

12 - Support

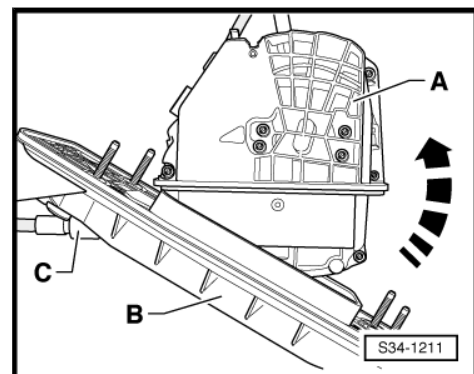
- for selector lever control cable

13 - Nut

- for holder Pos. 12 at gearbox
- 13 Nm

Remove the shift mechanism together with the selector lever control cable from the shift housing

Remove the shift mechanism -A- together with the selector lever control cable -C- from the shift housing -B- in -direction of arrow-. To do so, unscrew 4 screws Pos. 5 (fig. S37-10009) from the shift housing ⇒ [Item 5 \(page 52\)](#) .



2.1.7 Summary of components - Gearshift mechanism (Octavia III, Yeti)

1 - Shift mechanism

- with selector lever lock solenoid - N110-
- ⇒ [“2.14 Emergency release of gearshift mechanism out of position P”](#), page 105
- ⇒ [“2.9 Removing and installing selector mechanism”](#), page 74
- ⇒ [“2.3 Inspecting and adjusting the selector lever control cable”](#), page 55
- ⇒ Fig. [“Remove the shift mechanism together with the selector lever control cable from the shift housing”](#), page 54

2 - Screw

- 8 Nm

3 - Shift housing with gasket

- ⇒ Fig. [“Remove the shift mechanism together with the selector lever control cable from the shift housing”](#), page 54

4 - Nut

- 4 pieces
- 25 Nm

5 - Gearshift lever

6 - Cable support

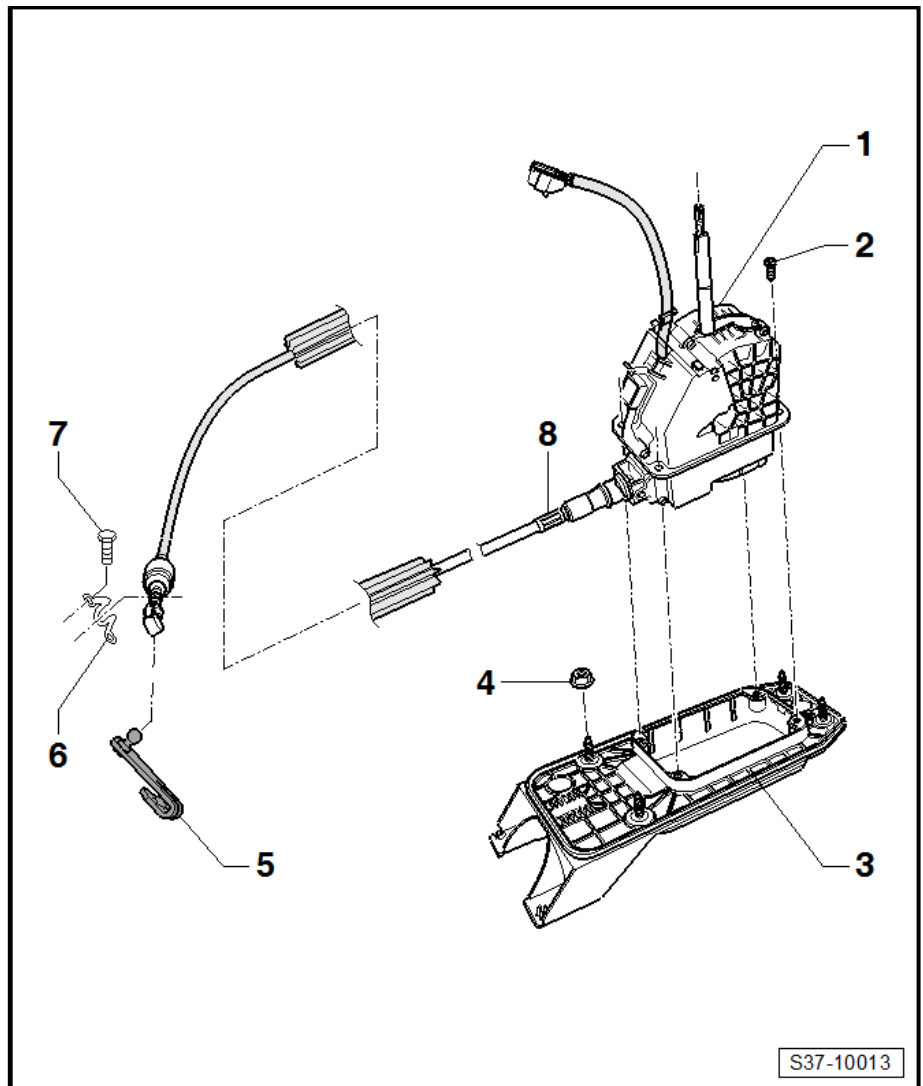
- for selector lever control cable

7 - Screw

- for cable support to gearbox
- 2 pieces
- 23 Nm

8 - Selector lever control cable

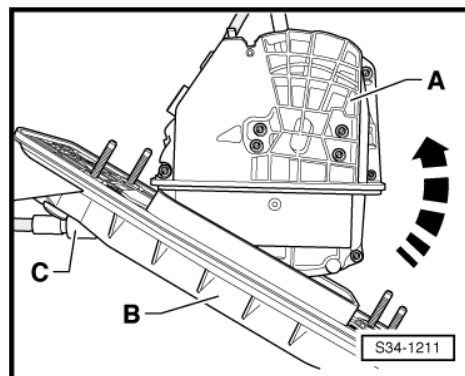
- The selector lever control cable must not be separated from the shift mechanism Pos. 1, it must be removed together as one component part ⇒ Electronic Catalogue of Original Parts.
- when installing in the vehicle, clamp on the gearbox side with the fixing part to the heat shield of the exhaust system
- Do not grease selector lever control cable
- ⇒ Fig. [“Remove the shift mechanism together with the selector lever control cable from the shift housing”](#), page 54
- ⇒ [“2.3 Inspecting and adjusting the selector lever control cable”](#), page 55





Remove the shift mechanism together with the selector lever control cable from the shift housing

Remove the shift mechanism -A- together with the selector lever control cable -C- from the shift housing -B- in -direction of arrow-. To do so, unscrew 4 screws => [Item 2 \(page 53\)](#) from the shift housing.



2.2 Inspecting the gearshift mechanism



WARNING

Before working on the engine when the engine is running, insert the selector lever in position "P" and apply handbrake.

- ◆ In selector lever positions "S", "D", "R" and Tiptronic position it must not be possible to activate the starter.
- ◆ At speeds above 5 km/h and shifting in selector lever position "N" the selector lever lock solenoid must not engage and block the selector lever. The selector lever can be shifted in a driving position.
- ◆ At speeds below 5 km/h (virtual standstill) and shifting in selector lever position "N" the selector lever lock solenoid must only engage after approx. 1 s. The selector lever can only be moved from position "N" by activating the brake pedal.

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

- Brake pedal is not operated:

The selector lever is locked and cannot be moved out of position "P". The selector lever lock solenoid blocks the selector lever.

- Brake pedal is operated:

The selector lever lock solenoid releases the selector lever. It is possible to engage a driving gear position. Slowly shift selector lever from "P" through "R, N, D, S"; while doing so check whether the selector lever position in the dash panel insert corresponds with the actual selector lever position.

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

- Brake pedal is not operated:

The selector lever is locked and cannot be moved out of position "N". The selector lever lock solenoid blocks the selector lever.

- Brake pedal is operated:

The selector lever lock solenoid releases the selector lever. It is possible to engage a driving gear position.

Selector lever in position "D" ignition and light switched on:

- Selector lever in Tiptronic gear leads to:

The lighting up of the "D" symbol in the selector lever position indicator should go out and the "+" and "-" symbols should light up.

When the gear selector lever is put into the Tiptronic gate, the selector lever position display in the dash panel insert should change from "PRNDS" to "654321".

- Move selector lever in the Tiptronic gear to "+" and "-".

When the gear selector lever is put into a higher or a lower driving position, the selector lever position display in the dash panel insert should change.

- Inspecting and adjusting the selector lever control cable
⇒ ["2.3 Inspecting and adjusting the selector lever control cable", page 55](#) .
- Check ignition key anti-removal lock
⇒ ["2.4 Check the function of the ignition key removal lock", page 57](#) .

2.3 Inspecting and adjusting the selector lever control cable

Inspection

- Shift selector lever into position "P".
- Remove engine cover ⇒ engine; Rep. gr. 10 .

For vehicles Octavia II and Superb II

- Remove air guide hose.
- Remove air filter ⇒ Engine; Rep. gr. 24 .

For vehicles Fabia II, Roomster and Rapid

- Remove automatic gearbox control unit - J217- ⇒ [page 38](#) .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .
- Remove intake hose ⇒ Engine; Rep. gr. 24 .

For vehicles Octavia III

- Remove air filter ⇒ Engine; Rep. gr. 24 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .

For the vehicles Yeti

- Remove automatic gearbox control unit - J217- with mounting bracket
⇒ ["1.2.3 Removing and installing automatic gearbox control unit \(YETI\) J217", page 39](#) .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .

Continued for all vehicles

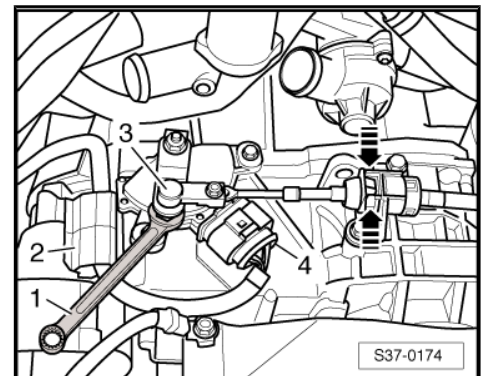
- Lever off the selector lever control cable -3- from gearshift lever, e.g. using an open-end wrench -1-.



Note

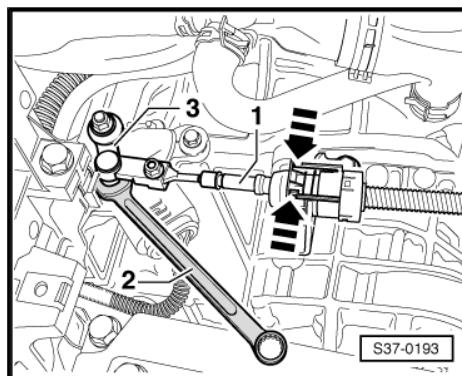
Ignore position -2- and -4-.

For vehicles Fabia II, Roomster, Rapid, Octavia II and Superb II



- Press together the catches at the cable support of the selector lever control cable -arrows- and pull out the selector lever control cable from the cable support/gearbox.
- Lever off selector lever control cable in such a way that the extremity can move freely.
- Do not bend or buckle selector lever control cable.

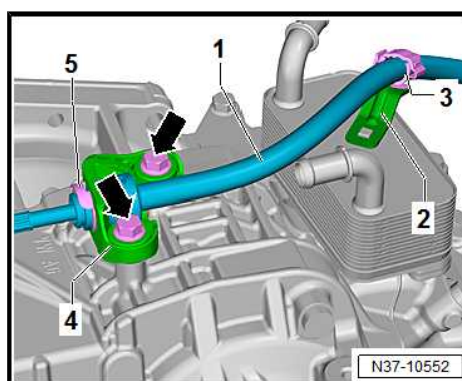
For vehicles Octavia III and Yeti



- Unlock the quick-release lock -3- at the mounting bracket -2- and unhook the selector lever control cable -1-.
- Unscrew the screws -arrows-, remove the support for the selector lever control cable -4- and place it to one side.

Note

- ◆ Do not remove the circlip -5-.
- ◆ Do not bend or buckle the selector lever control cable.



Continued for all vehicles

- Shift selector lever from “P” to “S”.
- Check front boot on the selector lever cable control for damage, if necessary replace control cable.
- Shift selector lever into position “P”.
- Gearshift mechanism and selector lever control cable must move smoothly when shifting gears. On some vehicles, you can replace the selector lever control cable separately.
- Selector lever control cable can be replaced as a separate part or only on the vehicles:
- ⇒ [“2.1.1 Summary of components - Gearshift mechanism - Octavia II up to 10.2009”, page 41](#) .
- ⇒ [“2.1.4 Summary of components - Shift mechanism up to 10.2011 \(Fabia II and Roomster\)”, page 47](#) .
- Carefully push the selector lever control cable onto the gearshift lever and insert into the cable support/gearbox.

Setting

The selector lever control cable must be set, if:

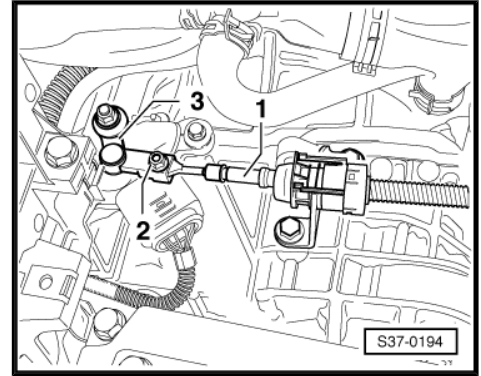
- ◆ the selector lever control cable was removed from the gearbox,
- ◆ the engine was removed and installed or the gearbox was removed and installed,
- ◆ the selector lever control cable or the shift mechanism was removed and installed,
- ◆ The position of the engine/gearbox was changed, e.g. during a stress-free assembly of the unit.
- Shift selector lever into position “P”.

- Release screw -2- at the front ball socket of the selector lever control cable -1-.
- Tip selector lever in position "P" slightly to the front and to the rear, however under no circumstances move out of "P".
- Position the gearshift lever -3- at the gearbox in "P", i.e. push the gearshift lever fully backwards against the direction of travel.



Note

Locking lever must engage in parking gear, both front wheels are blocked (cannot be simultaneously turned in one direction).



- Tighten screw -2-.
- Inspect gearshift mechanism
⇒ ["2.2 Inspecting the gearshift mechanism", page 54](#) .

Tightening torque

Component	Nm
Adjusting screw for selector lever control cable	13

2.4 Check the function of the ignition key removal lock

- Switch on the ignition - do not start the engine.
- Depress brake pedal and hold pressed.
- Shifting the selector lever out of the position "P" when the lock button is pressed at the grip of the selector lever must be possible without "jerking".
- Switch off ignition.
- The key cannot be withdrawn from the ignition starter switch in any other selector lever position except in the position "P".
- Shift selector lever into position "P".
- Withdraw ignition key.
- Only withdraw the key from the ignition starter switch if the selector lever is in position "P".
- The selector lever cannot be shifted out of position "P" when the button is pressed and the brake pedal is actuated.

If the ignition key removal lock does not function as described:

- ◆ Inspecting and adjusting the selector lever control cable
⇒ ["2.3 Inspecting and adjusting the selector lever control cable", page 55](#) .
- ◆ Inspect the vehicle ⇒ Vehicle diagnostic tester in the function "Targeted fault finding".

2.5 Removing and Installing the cover for the shift mechanism

⇒ [“2.5.1 Removing and Installing the cover for the shift mechanism - Fabia II and Roomster”, page 58](#)

⇒ [“2.5.2 Removing and Installing the cover for the shift mechanism Superb II”, page 59](#)

⇒ [“2.5.3 Removing and Installing the cover for the shift mechanism Octavia II”, page 60](#)

⇒ [“2.5.4 Removing and Installing the cover for the shift mechanism Rapid”, page 62](#)

⇒ [“2.5.5 Removing and Installing the cover for the shift mechanism Octavia III”, page 62](#)

⇒ [“2.5.6 Removing and Installing the cover for the shift mechanism Yeti”, page 63](#)

2.5.1 Removing and Installing the cover for the shift mechanism - Fabia II and Roomster

Special tools and workshop equipment required

- ◆ Disassembly wedge - 3409-

Removing



Note

As of 11.2012, the selector lever handle was changed
⇒ [“2.1.5 Summary of components - Shift mechanism as of 11.2011 \(Fabia II and Roomster\)”, page 49](#) .

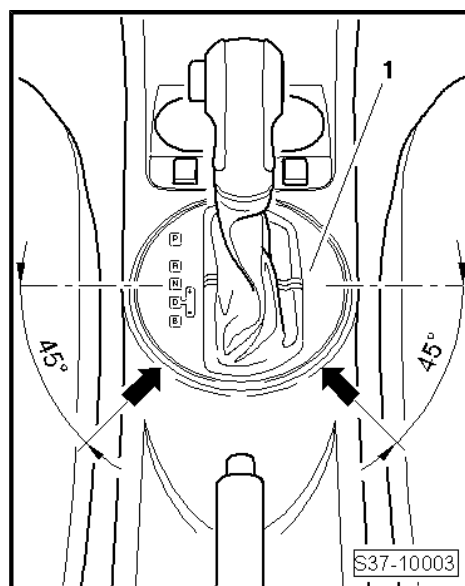
- Push selector lever into position “N”.
- Switch off ignition.



Note

Make sure that the vehicle does not put itself into motion.

- Carefully press the disassembly wedge - 3409- in -direction of arrow- and subsequently clip the cover -1- out of the centre console.



- Pull the cover -B- upwards over the handle.
- Disconnect plug -A- for lamp for selector lever scale illumination - L101- .

Install

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

Note

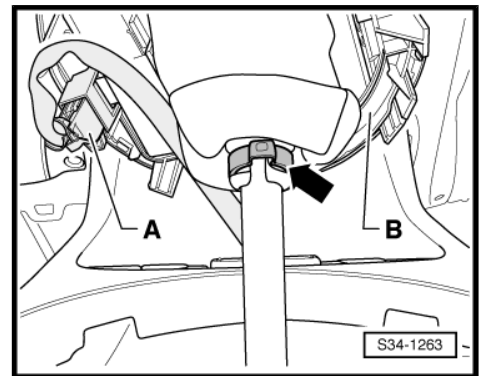
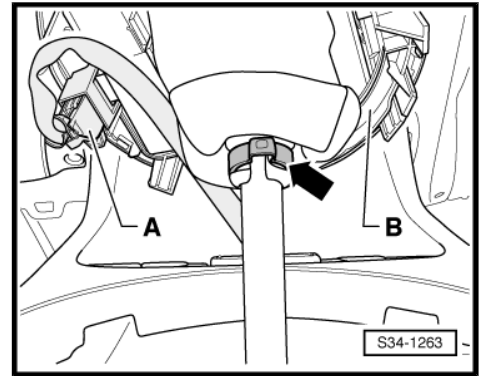
When plugging in the plug connection for lamp for selector lever scale illumination - L101- make sure that the contact pins are not bent.

- Insert the plug connection -A- for lamp for selector lever scale illumination - L101- .

Note

When fitting on the cover, make sure that the retaining lugs do not break off.

- Clip cover for shift mechanism into centre console.



2.5.2 Removing and Installing the cover for the shift mechanism Superb II

Special tools and workshop equipment required

- ◆ Release tool - T30098-

Removing

Note

*As of 11.2012, the selector lever handle was changed
⇒ ["2.1.3 Summary of components - Gearshift mechanism - Superb II", page 46](#) .*

- Push selector lever into position "N".
- Switch off ignition.

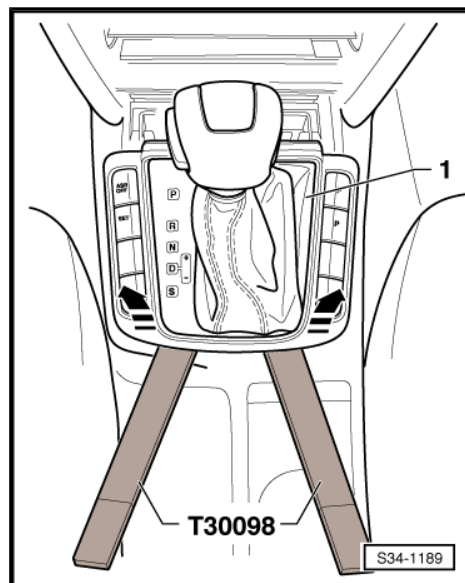
Note

Make sure that the vehicle does not put itself into motion.

- Open ashtray in the centre console.



- Remove cover using the release tool - T30098- . Pull up rear left and right cover -arrows-.



- Pull the cover -B- upwards over the handle.
- Disconnect plug -A- for lamp for selector lever scale illumination - L101- .

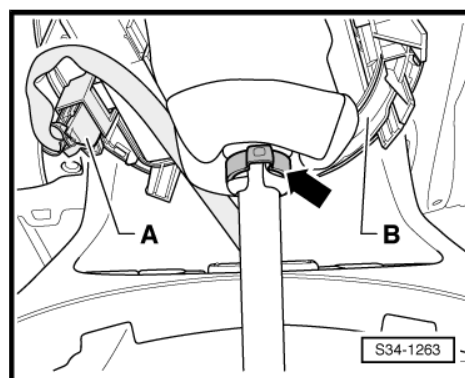
Install

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



Note

When plugging in the plug connection for lamp for selector lever scale illumination - L101- make sure that the contact pins are not bent.



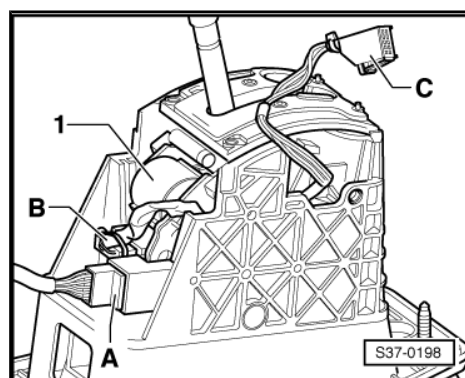
- Insert the plug connection -C- for lamp for selector lever scale illumination - L101- .



Note

When fitting on the cover, make sure that the retaining lugs do not break off.

- Clip cover for shift mechanism into centre console.



2.5.3 Removing and Installing the cover for the shift mechanism Octavia II

Special tools and workshop equipment required

- ◆ Release tool - T30098-

Removing

Note

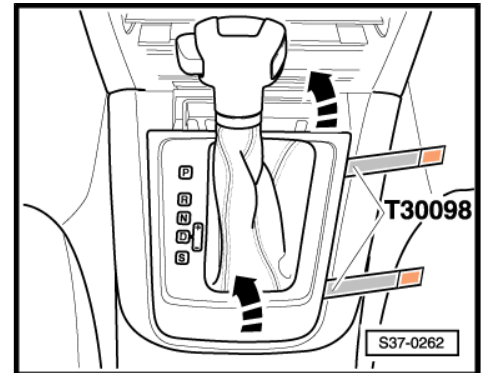
As of 11.2012, the selector lever handle was changed
⇒ [“2.1.2 Summary of components - Gearshift mechanism - Octavia II as of 11.2009”, page 44](#) .

- Push selector lever into position “N”.
- Switch off ignition.

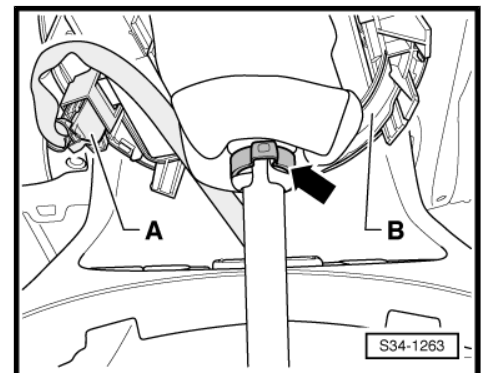
Note

Make sure that the vehicle does not put itself into motion.

- Open ashtray in the centre console.
- Release the front right cover -arrow- using the release tool -T30098- . Then release the rear right and centre cover -arrow-.



- Pull the cover -B- upwards over the handle.
- Disconnect plug -A- for lamp for selector lever scale illumination - L101- .



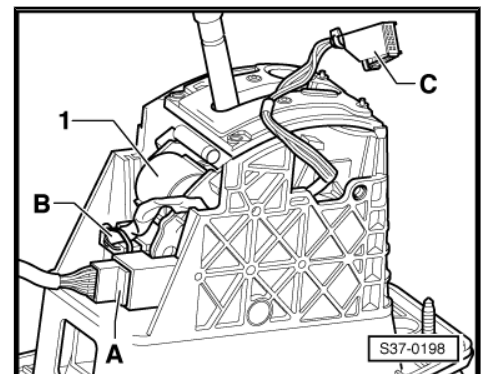
Install

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

Note

When plugging in the plug connection for lamp for selector lever scale illumination - L101- make sure that the contact pins are not bent.

- Insert the plug connection -C- for lamp for selector lever scale illumination - L101- .



Note

When fitting on the cover, make sure that the retaining lugs do not break off.

- Clip cover for shift mechanism into centre console.

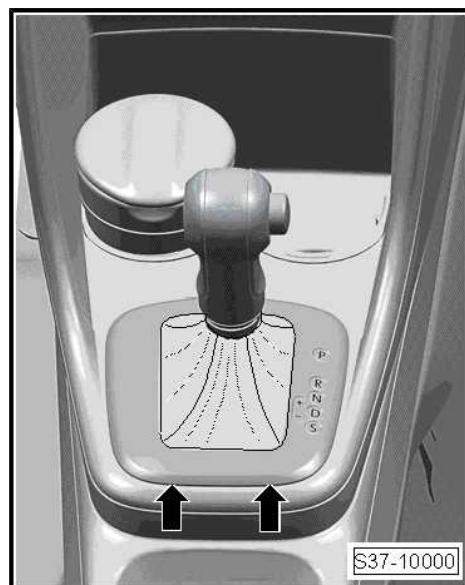
2.5.4 Removing and Installing the cover for the shift mechanism Rapid

Special tools and workshop equipment required

- ◆ Release tool - T30098-

Removing

- Carefully press the release tool - T30098- in -direction of arrow- and subsequently clip the cover out of the centre console.



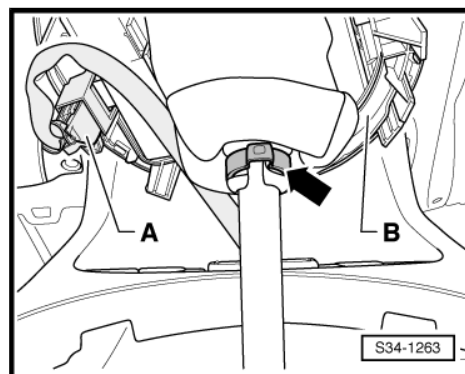
- Pull the cover -B- upwards over the handle.
- Disconnect plug -A- for lamp for selector lever scale illumination - L101- .

Install

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

Note

When plugging in the plug connection for lamp for selector lever scale illumination - L101- make sure that the contact pins are not bent.

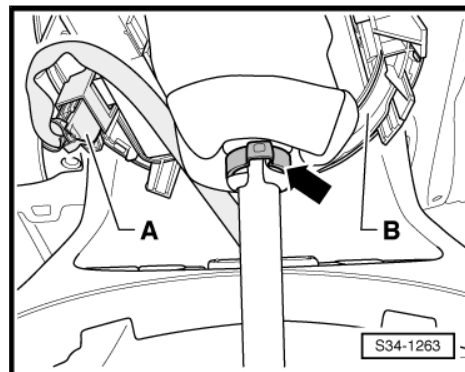


- Insert the plug connection -A- for lamp for selector lever scale illumination - L101- .

Note

When fitting on the cover, make sure that the retaining lugs do not break off.

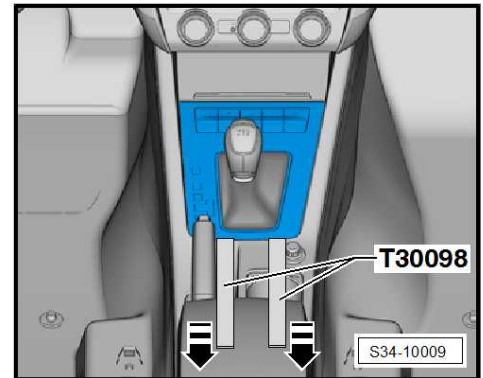
- Clip cover for shift mechanism into centre console.



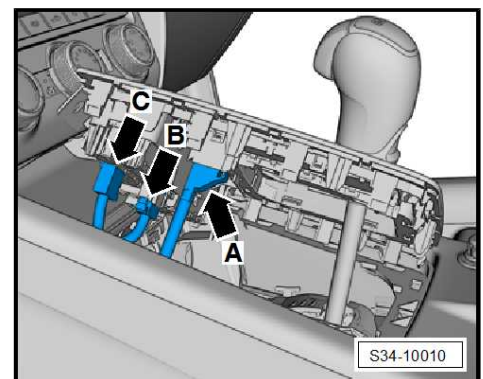
2.5.5 Removing and Installing the cover for the shift mechanism Octavia III

Special tools and workshop equipment required

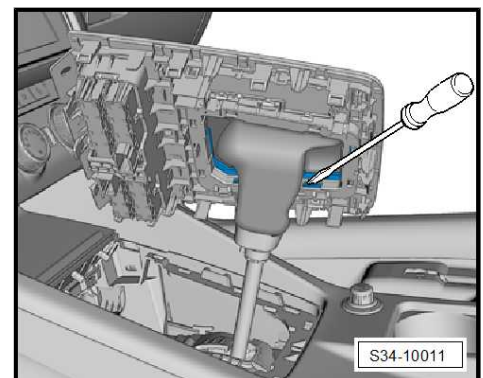
- ◆ Release tool - T30098-
- Apply handbrake.
- Shift selector lever into position "D/S".
- Switch off ignition.
- Fit the release tool - T30098- under the cover for shift mechanism and loosen the cover by pressing it in -direction of arrow-.
- Swivel the cover for shift mechanism to the side.



- Disconnect the plug of the display unit -arrow A- and the plugs for the switches mounted on the cover for the shift mechanism -arrows B and C-.
- Raise cover for shift mechanism.



- Use a screwdriver to press onto the clips of the protective cover for the selector lever and separate the protective cover from the cover for the selector mechanism.
- Remove the cover for the selector mechanism via the loose protective cover and selector lever handle.



Install

Installation is carried out in the reverse order.

2.5.6 Removing and Installing the cover for the shift mechanism Yeti

Special tools and workshop equipment required

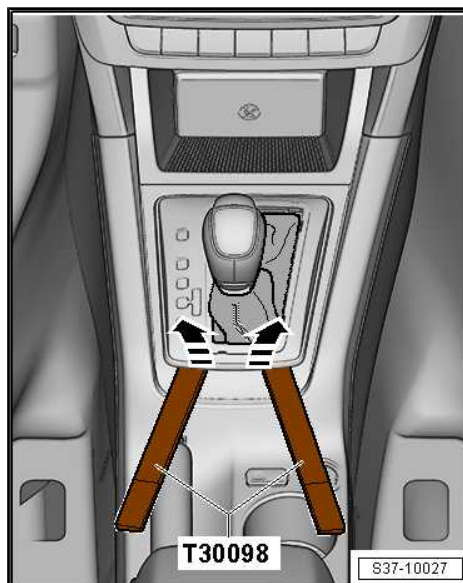
- ◆ Release tool - T30098-

Removing

- Apply handbrake.
- Shift selector lever to position "N".
- Switch off ignition.



- Using the unlocking tool - T30098- lift up the cover on the left and right -arrow-.



- Pull the cover -B- upwards over the handle.
- Detach the plug connection -A- for lamp for selector lever scale illumination - L101- .

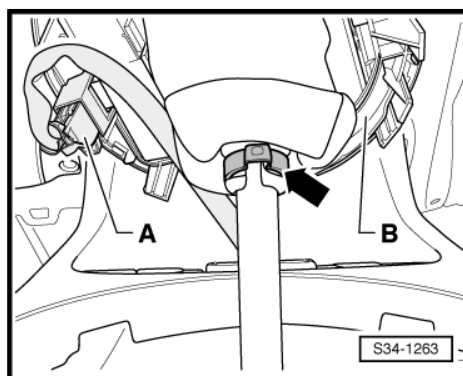
Install

Installation is performed in the reverse order, pay attention to the following points:



Note

When plugging in the plug connection for lamp for selector lever scale illumination - L101- make sure that the contact pins are not bent.

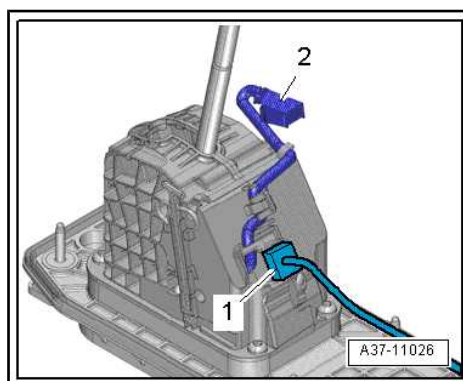


- Insert the plug connection -2- for lamp for selector lever scale illumination - L101- .



Note

- ◆ *When fitting on the cover, make sure that the retaining lugs do not break off.*
- ◆ *Ignore position -1-.*
- Clip cover for shift mechanism into centre console.



2.6 Removing and installing and installing selector lever handle up to 10.2012

⇒ [“2.6.1 Removing and installing retractor spring Octavia II”, page 65](#)

⇒ [“2.6.2 Removing and installing retractor spring Superb II”, page 66](#)

⇒ [“2.6.3 Removing and installing retractor spring Fabia II, Roomster”, page 68](#)

⇒ [“2.6.4 Removing and installing selector lever handle Rapid”, page 69](#)

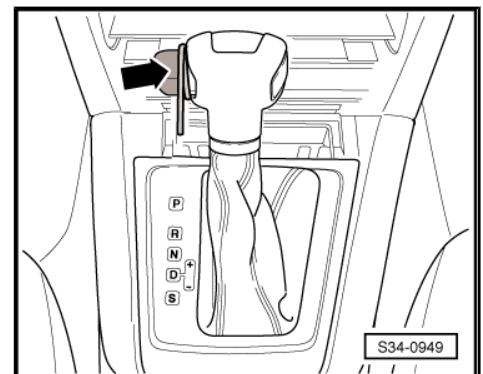
2.6.1 Removing and installing retractor spring Octavia II

Special tools and workshop equipment required

- ◆ Hose binding claw - V.A.G 1275-

Removing

- Removing the cover for the shift mechanism
⇒ [“2.5.3 Removing and Installing the cover for the shift mechanism Octavia II”, page 60](#) .
- Before removing the handle pull out lock button over its pressure point and secure it with a cable strap or a suitable wire -arrow-. This can prevent that the lock button is inadvertently pressed into the handle.





- Pull the cover -B- upwards over the handle.
- Disconnect plug -A- for lamp for selector lever scale illumination - L101- .
- Open the warm-type clamp -arrow- below the handle and pull off handle with cover.

Install

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

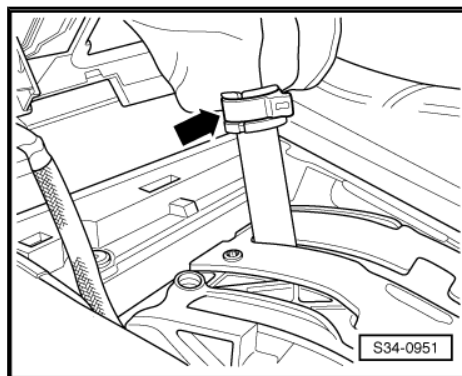
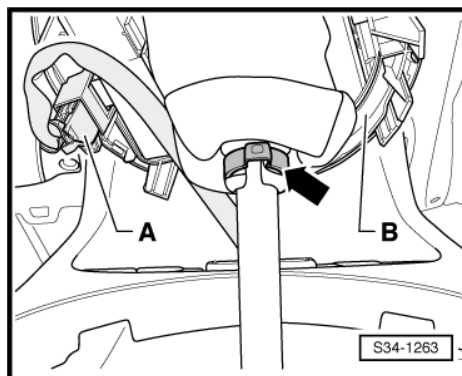


Note

- ◆ *The lock button must be fully pulled out for installing the selector lever handle. Then the grip must be secured using a cable strap -arrow- or with the factory-delivered assembly aid for the new grip.*
- ◆ *If the lock button was not inadvertently secured, it must not be pulled out of the selector lever grip using mechanical auxiliary tools if it is pressed in. The lock button can be pressed out if necessary by positioning the compressed air pistol on the underside of the grip.*
- Insert the selector lever with a new clamp onto the selector lever fully until the stop.
- During this procedure, the grip must latch in the annular groove of the selector lever.
- The handle must be rotated with the lock button to the driver.
- Remove the cable strap or the assembly aid. After the removal, the lock button actuator grips into the vertical groove of the selector lever, if necessary press the lock button into the selector lever grip.

Tighten warm-type clamp -arrow- using the hose binding claw .

- Installing the cover for the shift mechanism
⇒ ["2.5.3 Removing and Installing the cover for the shift mechanism Octavia II"](#), page 60 .



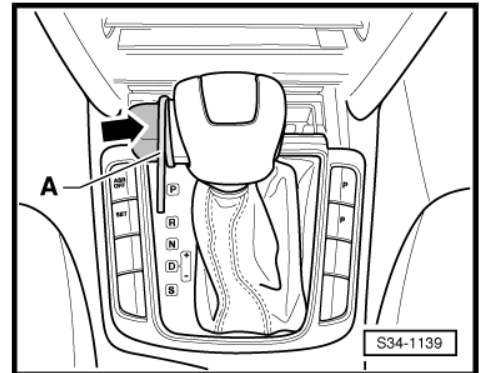
2.6.2 Removing and installing retractor spring Superb II

Special tools and workshop equipment required

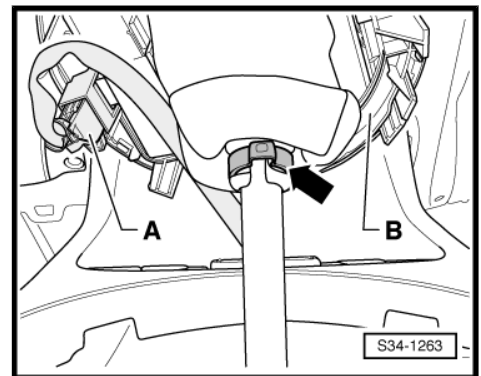
- ◆ Hose binding claw - V.A.G 1275-

Removing

- Removing the cover for the shift mechanism
⇒ [“2.5.2 Removing and Installing the cover for the shift mechanism Superb II”](#), page 59 .
- Before removing the handle pull out lock button over its pressure point and secure it -arrow- with a cable strap or a suitable wire -A-. This can prevent that the lock button is inadvertently pressed into the handle.



- Pull the cover -B- upwards over the handle.
- Disconnect plug -A- for lamp for selector lever scale illumination - L101- .
- Open the warm-type clamp -arrow- below the handle and pull off handle with cover.



Install

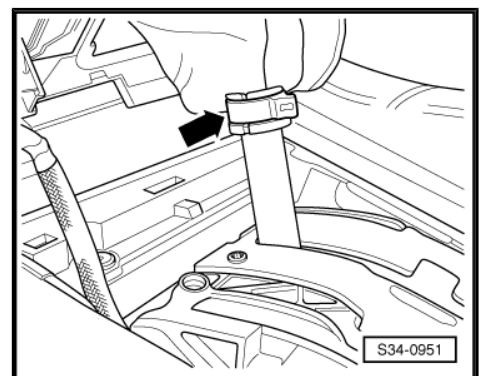
Installation is carried out in the reverse order. When installing, observe the following:

Note

- ◆ *The lock button must be fully pulled out for installing the selector lever handle. Then the grip must be secured using a cable strap -arrow- or with the factory-delivered assembly aid for the new grip.*
- ◆ *If the lock button was not inadvertently secured, it must not be pulled out of the selector lever grip using mechanical auxiliary tools if it is pressed in. The lock button can be pressed out if necessary by positioning the compressed air pistol on the underside of the grip.*
- Insert the selector lever with a new clamp onto the selector lever fully until the stop.
- During this procedure, the grip must latch in the annular groove of the selector lever.
- The handle must be rotated with the lock button to the driver.
- Remove the cable strap or the assembly aid. After the removal, the lock button actuator grips into the vertical groove of the selector lever, if necessary press the lock button into the selector lever grip.

Tighten warm-type clamp -arrow- using the hose binding claw .

- Installing the cover for the shift mechanism
⇒ [“2.5.2 Removing and Installing the cover for the shift mechanism Superb II”](#), page 59 .



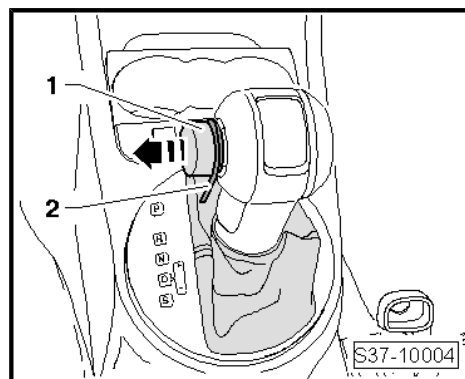
2.6.3 Removing and installing retractor spring Fabia II, Roomster

Special tools and workshop equipment required

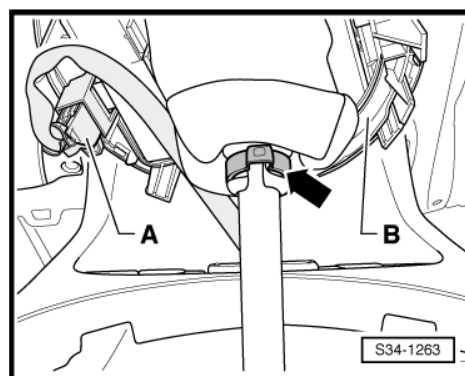
- ◆ Hose binding claw - V.A.G 1275-

Removing

- Removing the cover for the shift mechanism
⇒ ["2.5.1 Removing and Installing the cover for the shift mechanism - Fabia II and Roomster", page 58](#) .
- Before removing the handle pull out lock button -1- in -direction of arrow- beyond its pressure point and secure it with a cable strap or a suitable wire -2-. This can prevent that the lock button is inadvertently pressed into the handle.



- Pull the cover -B- upwards over the handle.
- Disconnect plug -A- for lamp for selector lever scale illumination - L101- .
- Open the warm-type clamp -arrow- below the handle and pull off handle with cover.



Install

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

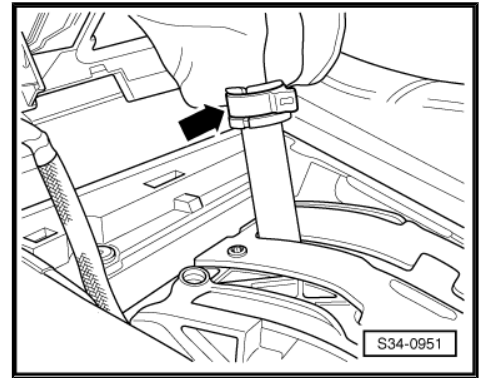


Note

- ◆ *The lock button must be fully pulled out for installing the selector lever handle. Then the grip must be secured using a cable strap -arrow- or with the factory-delivered assembly aid for the new grip.*
- ◆ *If the lock button was not inadvertently secured, it must not be pulled out of the selector lever grip using mechanical auxiliary tools if it is pressed in. The lock button can be pressed out if necessary by positioning the compressed air pistol on the underside of the grip.*
- Insert the selector lever with a new clamp onto the selector lever fully until the stop.
- During this procedure, the grip must latch in the annular groove of the selector lever.
- The handle must be rotated with the lock button to the driver.
- Remove the cable strap or the assembly aid. After the removal, the lock button actuator grips into the vertical groove of the selector lever, if necessary press the lock button into the selector lever grip.

Tighten worm-type clamp -arrow- using the hose binding claw .

- Installing the cover for the shift mechanism
⇒ ["2.5.1 Removing and Installing the cover for the shift mechanism - Fabia II and Roomster", page 58](#) .



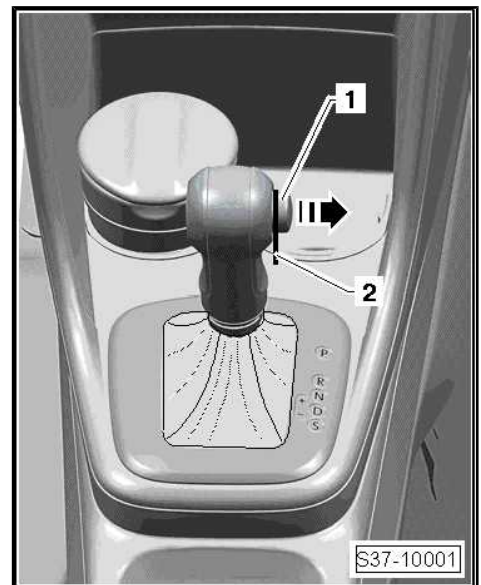
2.6.4 Removing and installing selector lever handle Rapid

Special tools and workshop equipment required

- ◆ Hose binding claw - V.A.G 1275-

Removing

- Removing the cover for the shift mechanism
⇒ ["2.5.4 Removing and Installing the cover for the shift mechanism Rapid", page 62](#) .
- Before removing the handle pull out lock button -1- in -direction of arrow- beyond its pressure point and secure it with a cable strap or a suitable wire -2-. This can prevent that the lock button is inadvertently pressed into the handle.





- Pull the cover -B- upwards over the handle.
- Disconnect plug -A- for lamp for selector lever scale illumination - L101- .
- Open the warm-type clamp -arrow- below the handle and pull off handle with cover.

Install

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

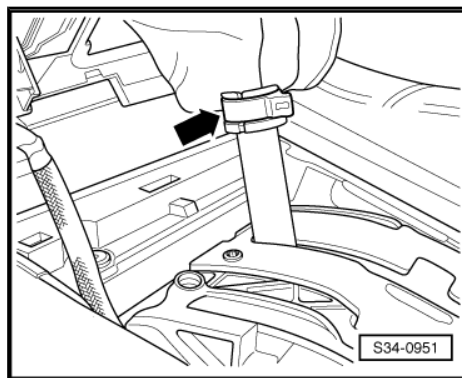
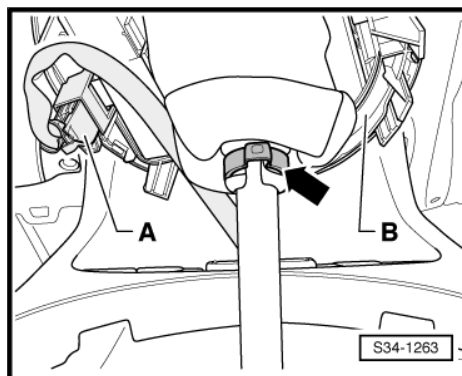


Note

- ◆ *The lock button must be fully pulled out for installing the selector lever handle. Then the grip must be secured using a cable strap -arrow- or with the factory-delivered assembly aid for the new grip.*
- ◆ *If the lock button was not inadvertently secured, it must not be pulled out of the selector lever grip using mechanical auxiliary tools if it is pressed in. The lock button can be pressed out if necessary by positioning the compressed air pistol on the underside of the grip.*
- Insert the selector lever with a new clamp onto the selector lever fully until the stop.
- During this procedure, the grip must latch in the annular groove of the selector lever.
- The handle must be rotated with the lock button to the driver.
- Remove the cable strap or the assembly aid. After the removal, the lock button actuator grips into the vertical groove of the selector lever, if necessary press the lock button into the selector lever grip.

Tighten warm-type clamp -arrow- using the hose binding claw .

- Installing the cover for the shift mechanism
⇒ ["2.5.4 Removing and Installing the cover for the shift mechanism Rapid"](#), page 62 .

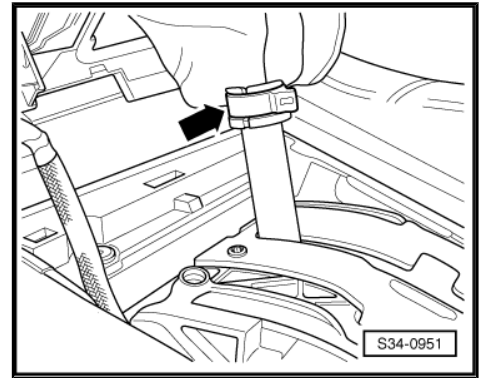


2.7 Removing and installing selector lever handle as of 11.2012

Removing

- Removing the cover for the shift mechanism
⇒ ["2.5 Removing and Installing the cover for the shift mechanism"](#), page 58 .

- Open the warm-type clamp -arrow- below the handle.



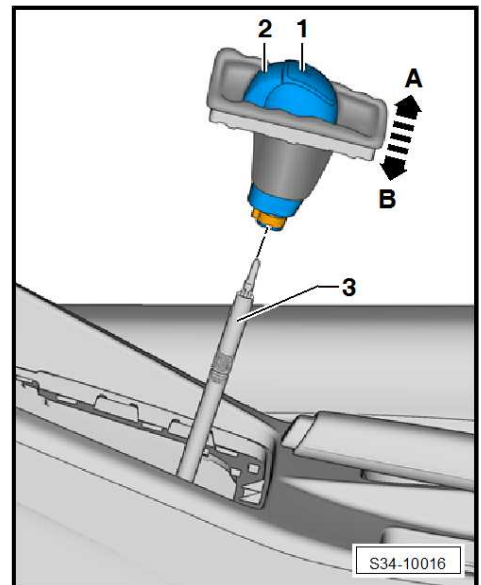
- Detach the selector lever handle -1- together with the selector lever collar from the selector lever towards the top -arrow A- so that the lock button -2- is not pressed in.



Note

Ignore -arrow B-.

Install



Installation is performed in the reverse order, pay attention to the following points:

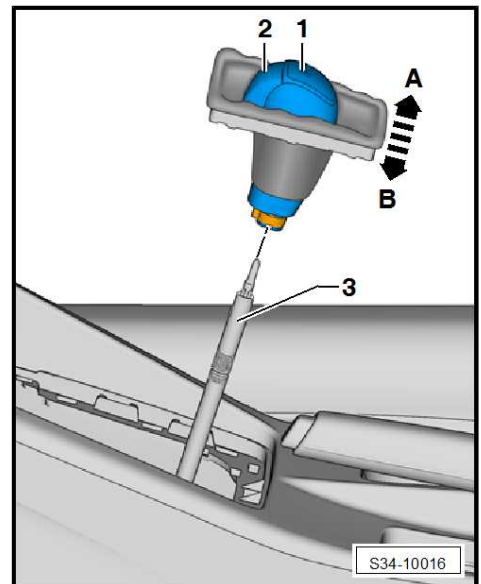
- The lock button -2- points in direction of travel.



Caution

The shift mechanism can be damaged.

- ◆ *The lock button at the selector lever handle must protrude when installing. If the lock button is inadvertently pressed in when removing the selector lever handle, it must be re-positioned
⇒ "2.8 Installing the lock button at the selector lever handle", page 72 .*
- ◆ *If the selector lever handle with pressed in lock button is installed, the selector lever handle and the control cable for the selector mechanism will be destroyed.*



- Press the selector lever handle -1- onto the selector lever in -direction of arrow B- in such a way that the lock button -2- is not touched.
- The selector lever handle must latch into the round slot of the selector lever.

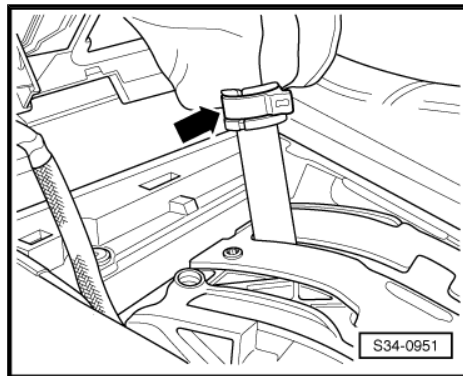


Tighten warm-type clamp -arrow- using the hose binding claw .



Note

- ◆ *The selector lever is only correctly secured when the gripper clamp is under tension. Only then the lock button at the handle may be pressed on.*
- ◆ *The lock button can only show high resistance when it is pressed on for the first time after installing the selector lever handle.*
- Press the lock button onto the selector lever handle.
- Installing the cover for the shift mechanism
⇒ ["2.5 Removing and Installing the cover for the shift mechanism", page 58](#) .
- Inspect gearshift mechanism
⇒ ["2.2 Inspecting the gearshift mechanism", page 54](#) .



2.8 Installing the lock button at the selector lever handle

Special tools and workshop equipment required

- ◆ Release tool - T40203-

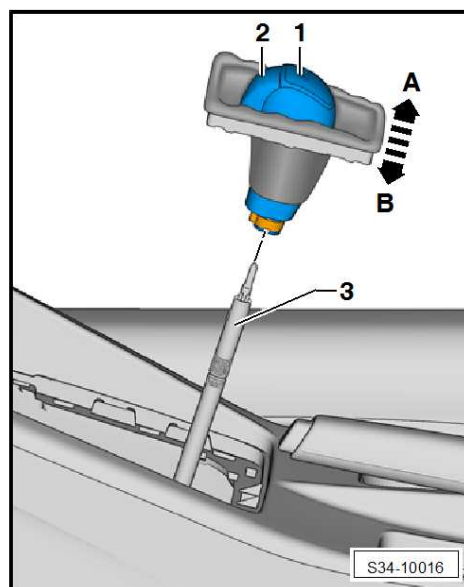
Work procedure

- The lock button -2- on the selector lever handle protrudes when it is in the installation position.



Note

If the lock button -2- was inadvertently pressed in, it must then be repositioned in order to fit the selector lever handle.

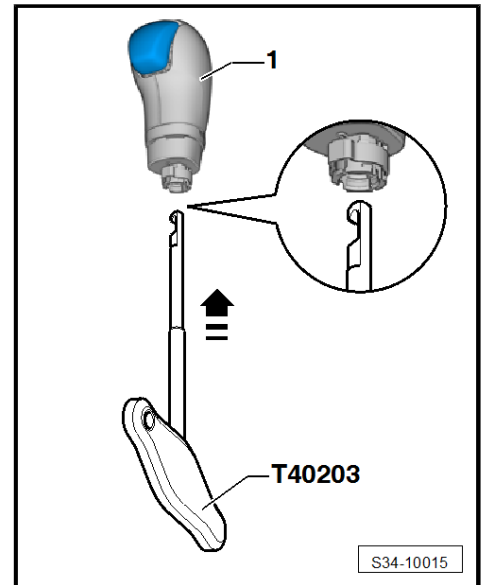


- Carefully guide the release tool - T40203- fully into the selector lever handle -1- -arrow-.

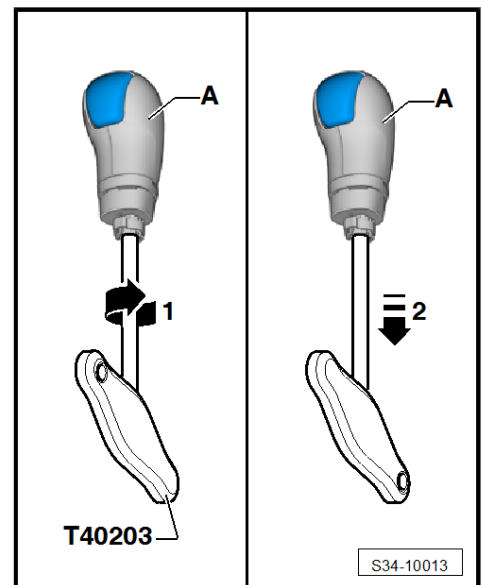
i Note

The selector lever handle in the illustration is shown without the protective cover. The protective cover for the selector lever cannot be removed from the handle.

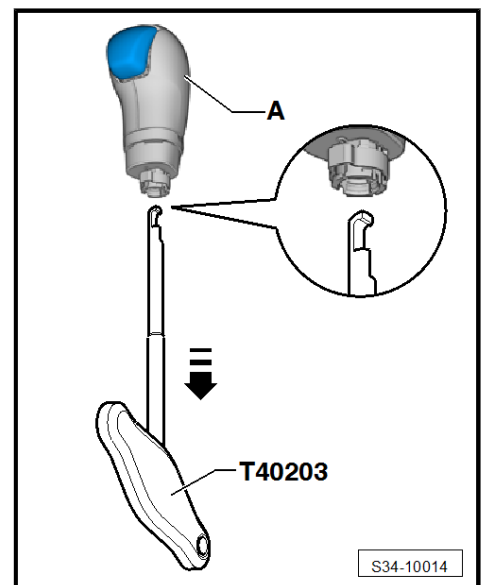
- The recess at the release tool - T40203- points to the lock button and the hook points to the left.



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



- When pulling out the release tool - T40203- , the lock button at the selector lever handle -A- is pressed out and locked.
- Do not touch and press in the lock button again before installing the selector lever handle.



2.9 Removing and installing selector mechanism

⇒ [“2.9.1 Removing and installing shift mechanism Fabia II, Roomster, Rapid”, page 74](#)

⇒ [“2.9.2 Removing and installing slave cylinder Octavia II, Superb II”, page 80](#)

⇒ [“2.9.3 Remove and install shift mechanism Octavia III”, page 84](#)

⇒ [“2.9.4 Removing and installing shift mechanism \(Yeti\)”, page 88](#)

2.9.1 Removing and installing shift mechanism Fabia II, Roomster, Rapid

Removing

- Shift selector lever into position “P”.
- Switch off ignition.



WARNING

Observe measures when disconnecting and connecting the battery ⇒ Electrical System; Rep. gr. 27 .

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .

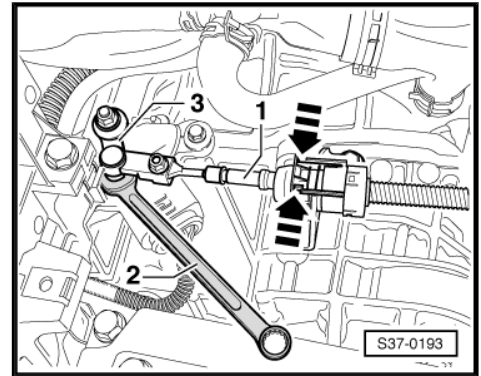


Note

If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .

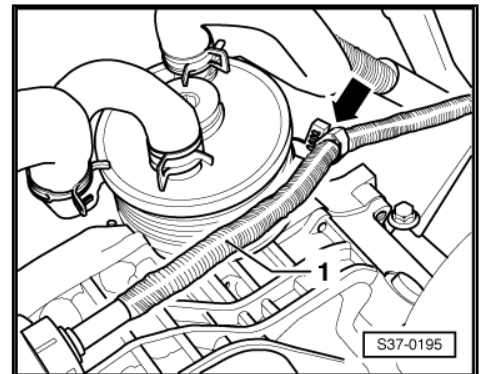
- Removing the selector lever handle and cover for the shift mechanism:
 - ◆ ⇒ [“2.6 Removing and installing and installing selector lever handle up to 10.2012”, page 65](#) .
 - ◆ ⇒ [“2.7 Removing and installing selector lever handle as of 11.2012”, page 70](#) .
- Remove ashtray or storage area in front of the shift mechanism ⇒ Body Work; Rep. gr. 68 .
- Remove the centre console ⇒ Body Work; Rep. gr. 68 .
- Remove engine cover ⇒ engine; Rep. gr. 10 .
- Disconnect plug from automatic gearbox control unit -J217- ⇒ [“1.2.2 Removing and installing automatic gearbox control unit J217 \(Fabia II, Roomster, Rapid\)”, page 38](#) .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .
- Remove intake hose ⇒ Engine; Rep. gr. 24 .

- Lever off the selector lever control cable -1- from the gearshift lever -3-, e.g. using a fixed spanner -2-.
- Press together the catches at the cable support of the selector lever control cable -arrows- and pull out the selector lever control cable from the cable support/gearbox.



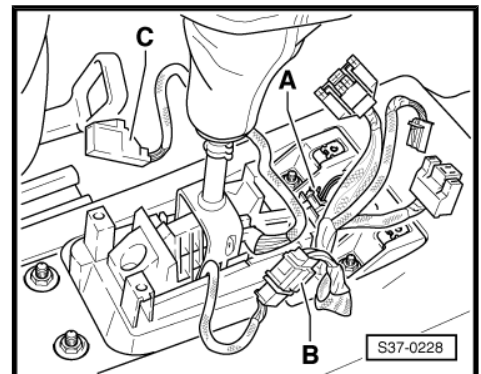
- Unhook the selector lever control cable -1- from the clip -arrow- at the gearbox.

For vehicles Fabia II and Roomster up to 10.2011



- Separate plug connections -A- and -B-.

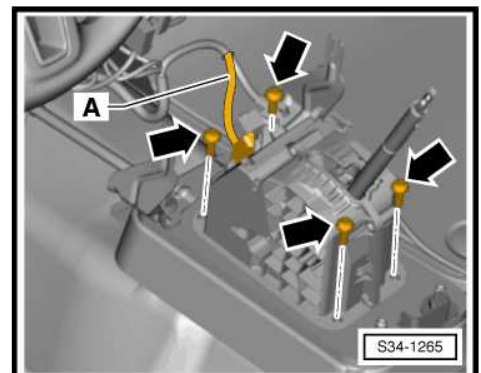
For vehicles Fabia II and Roomster as of 11.2011 and Rapid vehicles



- Disconnect the plug connection -A- from the gearshift mechanism.
- Unscrew the screws -arrows- from the shift housing.

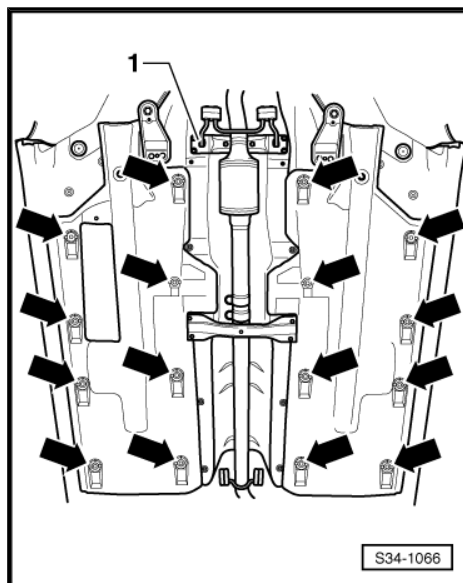
Continued for all vehicles

- Raise vehicle.

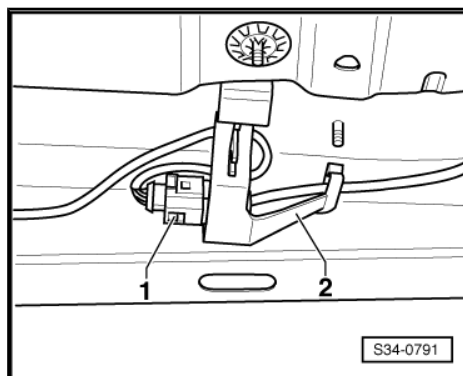




- Remove underbody cover on right and left -arrows-.
- Detach tunnel bridge below the exhaust system => Engine; Rep. gr. 26 .



- Disconnect plug connection -1-, remove inserting terminal out of the bracket -2- and expose wiring to lambda probe heater downstream of catalytic converter.

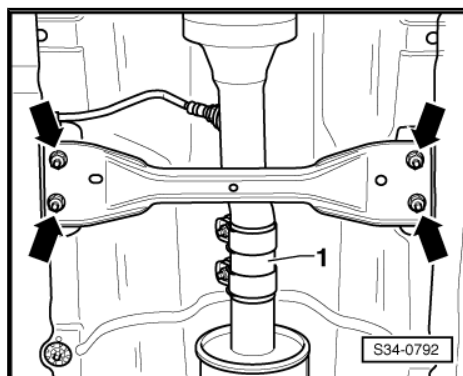


- Separate exhaust system at the clamping sleeve -1-.
- Remove the bracket for the pre-exhaust pipe from the assembly carrier arrows => Engine; Rep. gr. 26 .
- Unhook front and rear silencer => Engine; Rep. gr. 26 .



Note

The decoupling element of the front part of the exhaust system should not be bent by more than 10° - risk of damage.

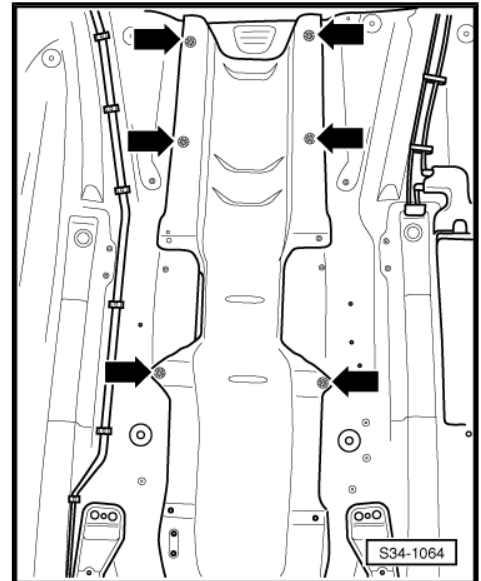


- Remove heat shield -arrows-.

For vehicles Fabia II and Roomster up to 10.2011

Note

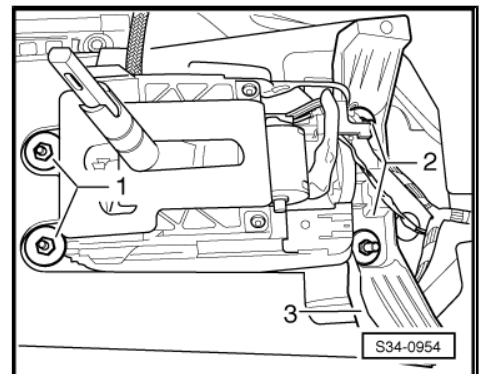
A second mechanic is needed under the vehicle to remove the shift mechanism.



- Unscrew nuts -1- and -2-.
- Remove the shift mechanism together with the selector lever control to the bottom, ensuring the selector lever control cable does not get bent and kinked.

Note

- ◆ *Shift mechanism can also be replaced without selector lever control cable, on the following vehicles:*
- ◆ *⇒ [“2.1.4 Summary of components - Shift mechanism up to 10.2011 \(Fabia II and Roomster\)”](#), page 47 .*
- ◆ *⇒ [“2.10 Removing and installing the selector lever control cable”](#), page 92 .*



Note

- ◆ *For vehicles Fabia II and Roomster as of production date 11.2011 and Rapid vehicles, the selector lever control cable must not be removed from the shift mechanism and is replaced together as a single part ⇒ Electronic catalogue of original parts .*
- ◆ *Removing and installing shift mechanism together with selector lever control cable*
⇒ [“2.9 Removing and installing selector mechanism”](#), page 74 .

For vehicles Fabia II and Roomster as of 11.2011 and Rapid vehicles



- Remove the shift mechanism with the selector lever control cable to the top -arrow-, ensuring the selector lever control cable does not get bent or kinked.

Install

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

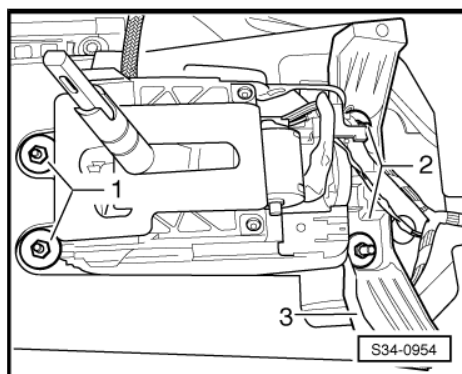
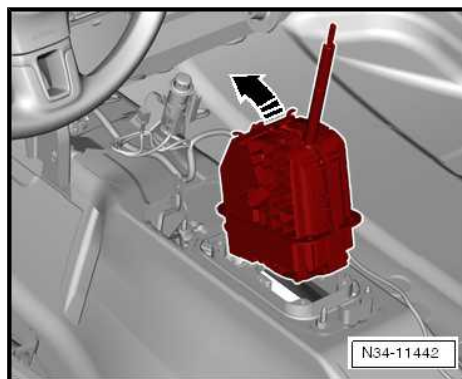


Note

Do not bend or buckle selector lever control cable.

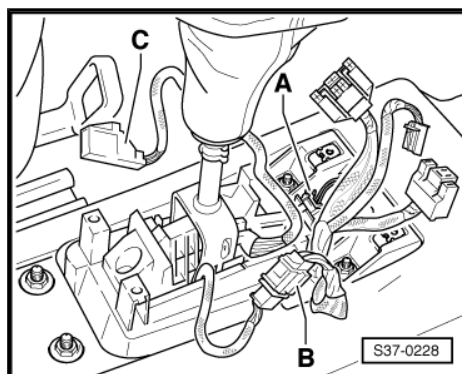
- Insert the shift mechanism and tighten the rear nuts -1- by hand.
- Mount the strut for centre console -3- onto the shift mechanism as illustrated in the fig.
- Tighten nuts -1- and -2- to tightening torque.

For vehicles Fabia II and Roomster up to 10.2011



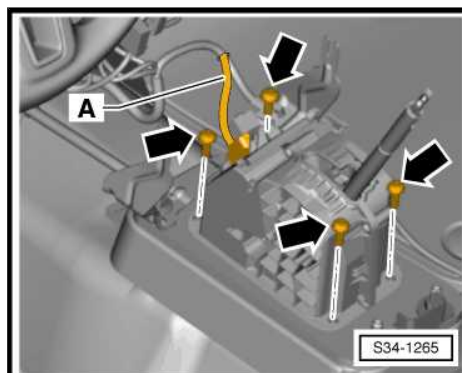
- Separate plug connections -A- and -B-.

For vehicles Fabia II and Roomster as of 11.2011 and Rapid vehicles

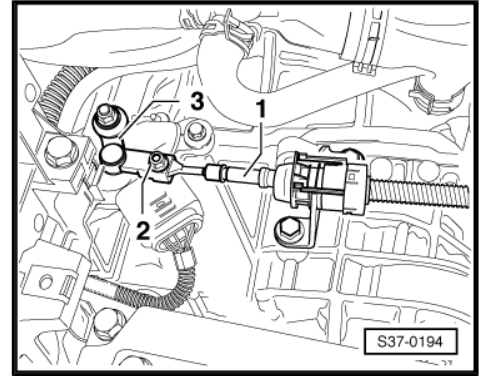


- Insert screws -arrows- into the shift housing.
- Fit plug connection -A- for the gearshift mechanism.

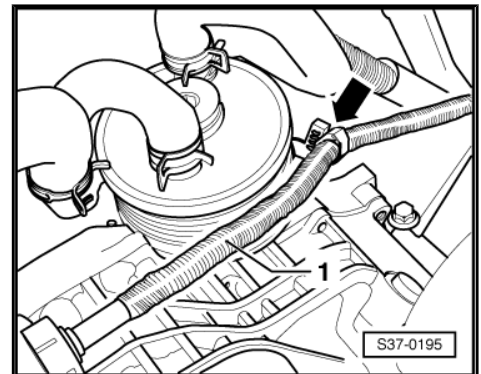
Continued for all vehicles



- Insert the selector lever control cable -1- in the cable support/gearbox and carefully push onto the gearshift lever -3-. Do not bend the gearshift lever, otherwise it will no longer be possible to adjust the gearshift operation exactly.



- Hang the selector lever control cable -1- in the clip -arrow- at the gearbox. When installing the selector lever control cable, respect a minimum distance of at least 5 mm from the ATF cooler.
- Clamp the selector lever control cable on the gearbox side with the fixing part to the heat shield of the exhaust system.
- Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26 .
- Installing the selector lever handle and cover for the shift mechanism:
 - ◆ ⇒ [“2.6 Removing and installing and installing selector lever handle up to 10.2012”, page 65](#) .
 - ◆ ⇒ [“2.7 Removing and installing selector lever handle as of 11.2012”, page 70](#) .
- Check the function of the ignition key anti-removal lock
⇒ [“2.4 Check the function of the ignition key removal lock”, page 57](#) .
- Setting selector lever control cable
⇒ [“2.3 Inspecting and adjusting the selector lever control cable”, page 55](#) .
- Inspect gearshift mechanism
⇒ [“2.2 Inspecting the gearshift mechanism”, page 54](#) .
- Install air filter ⇒ Engine; Rep. gr. 24 .
- Connect earth strap of battery ⇒ Electrical System; Rep. gr. 27 .



Note

If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .

Tightening torques

Summary of components - Shift mechanism (Fabia II and Roomster) up to 10.2011	⇒ “2.1.4 Summary of components - Shift mechanism up to 10.2011 (Fabia II and Roomster)”, page 47
Summary of components - Shift mechanism (Fabia II and Roomster) as of 11.2011	⇒ “2.1.5 Summary of components - Shift mechanism as of 11.2011 (Fabia II and Roomster)”, page 49
Summary of components - Gearshift mechanism (Rapid)	⇒ “2.1.6 Summary of components - Gearshift mechanism (Rapid)”, page 51

2.9.2 Removing and installing slave cylinder Octavia II, Superb II

Removing

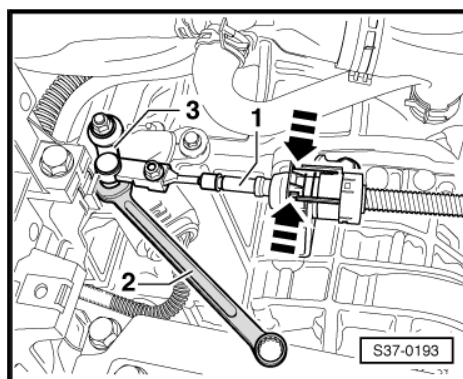
- Shift selector lever into position "P".
- Switch off ignition.
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .



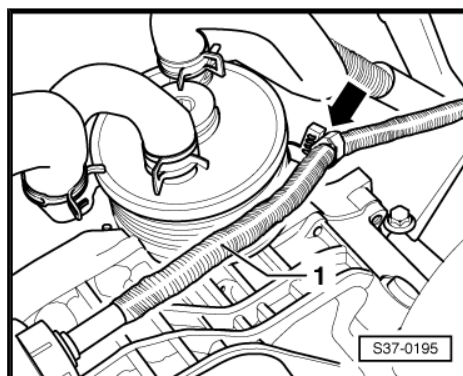
Note

If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .

- Removing the selector lever handle and cover for the shift mechanism:
- ◆ ⇒ ["2.6 Removing and installing and installing selector lever handle up to 10.2012", page 65](#) .
- ◆ ⇒ ["2.7 Removing and installing selector lever handle as of 11.2012", page 70](#) .
- Remove ashtray or storage area in front of the shift mechanism ⇒ Body Work; Rep. gr. 68 .
- Remove the centre console ⇒ Body Work; Rep. gr. 68 .
- Remove engine cover ⇒ engine; Rep. gr. 10 .
- Remove air guide hose.
- Remove air filter ⇒ Engine; Rep. gr. 24 .
- Lever off the selector lever control cable -1- from the gearshift lever -3-, e.g. using a fixed spanner -2-.
- Press together the catches at the cable support of the selector lever control cable -arrows- and pull out the selector lever control cable from the cable support/gearbox.



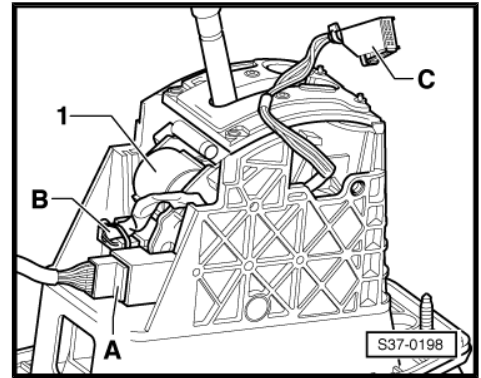
- Unhook the selector lever control cable -1- from the clip -arrow- at the gearbox.



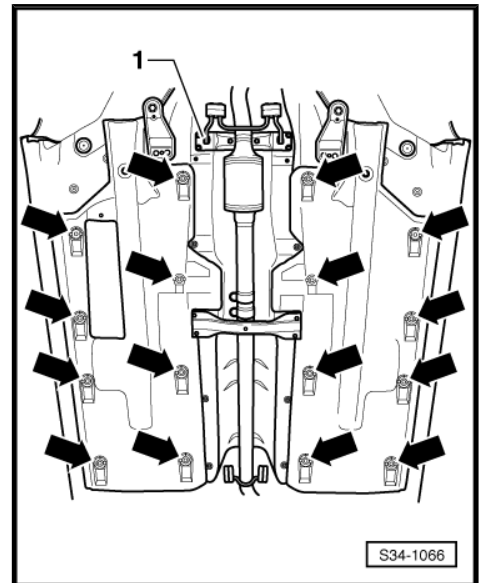
- Disconnect plug connection -A- from the shift mechanism to the vehicle wiring harness.

i Note

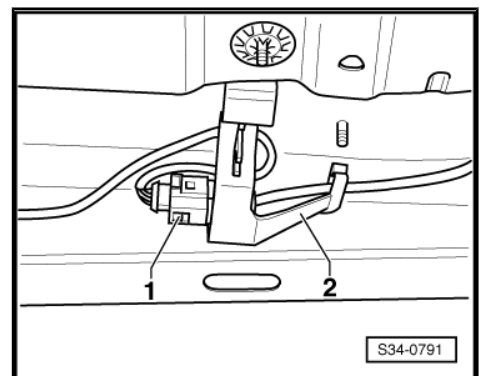
- ◆ Ignore pos. -B-, -C- and -1-.
- ◆ As of production date 11.2009 the shift mechanism is changed, the 4-pin plug connection -B- and the selector lever lock solenoid -N110- -1- are already located in the shift mechanism
⇒ "2.1.2 Summary of components - Gearshift mechanism - Octavia II as of 11.2009", page 44 .



- Raise vehicle.
- Remove underbody cover on right and left -arrows-.
- Detach tunnel bridge below the exhaust system ⇒ Engine; Rep. gr. 26 .



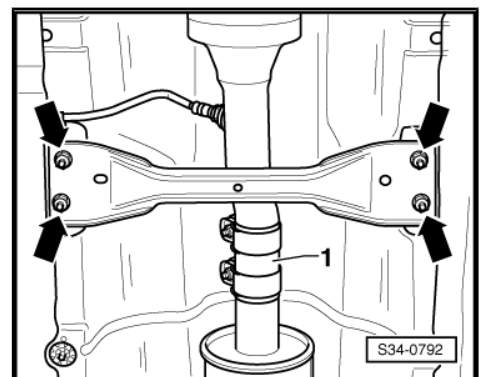
- Disconnect plug connection -1-, remove inserting terminal out of the bracket -2- and expose wiring to lambda probe heater downstream of catalytic converter.



- Separate exhaust system at the clamping sleeve -1-.
- Remove the bracket for the pre-exhaust pipe from the assembly carrier arrows ⇒ Engine; Rep. gr. 26 .
- Unhook front and rear silencer ⇒ Engine; Rep. gr. 26 .

i Note

The decoupling element of the front part of the exhaust system should not be bent by more than 10° - risk of damage.





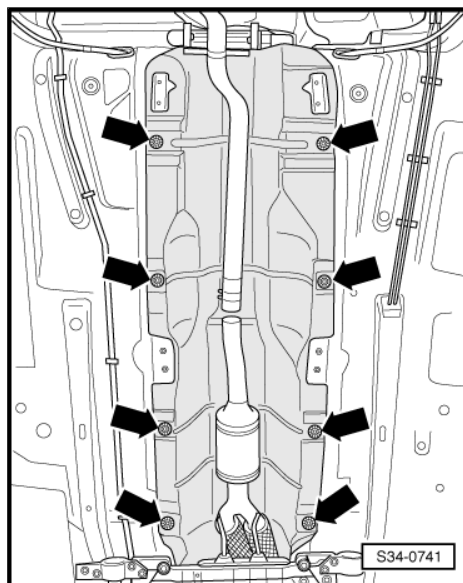
- Clip off clips -arrows- and remove heat shield.

For Octavia II and Superb II vehicles up to 10.2011



Note

A second mechanic is needed under the vehicle to remove the shift mechanism.

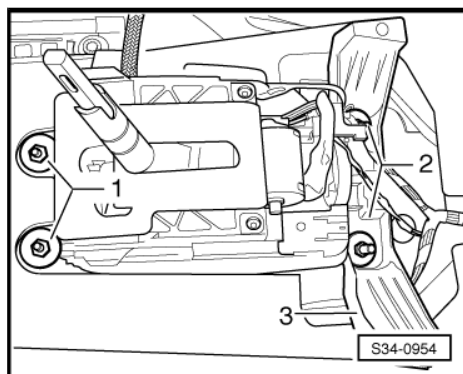


- Unscrew nuts -1- and -2-.
- Remove the shift mechanism together with the selector lever control to the bottom, ensuring the selector lever control cable does not get bent and kinked.



Note

- ◆ Shift mechanism can also be replaced without selector lever control cable, on the following vehicles:
- ◆ ⇒ [“2.1.1 Summary of components - Gearshift mechanism - Octavia II up to 10.2009”, page 41](#) .
- ◆ On Superb II, Octavia II vehicles as of production date 11.2009, the selector lever control cable must not be removed from the shift mechanism and is replaced together as a single part ⇒ *Electronic catalogue of original parts* .
- ◆ ⇒ [“2.10 Removing and installing the selector lever control cable”, page 92](#) .
- ◆ Removing and installing shift mechanism together with selector lever control cable
⇒ [“2.9 Removing and installing selector mechanism”, page 74](#) .



Install

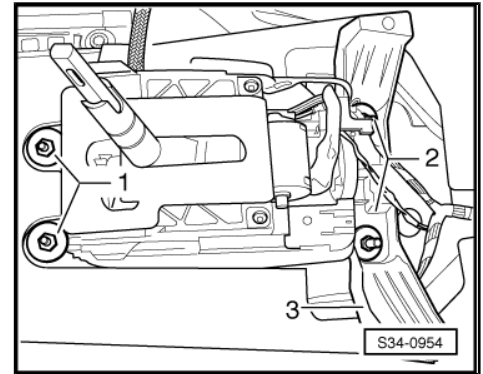
Installation is performed in the reverse order, pay attention to the following points:



Note

Do not bend or buckle selector lever control cable.

- Insert the shift mechanism and tighten the rear nuts -1- by hand.
- Mount the strut for centre console -3- onto the shift mechanism as illustrated in the fig.
- Tighten nuts -1- and -2- to tightening torque.

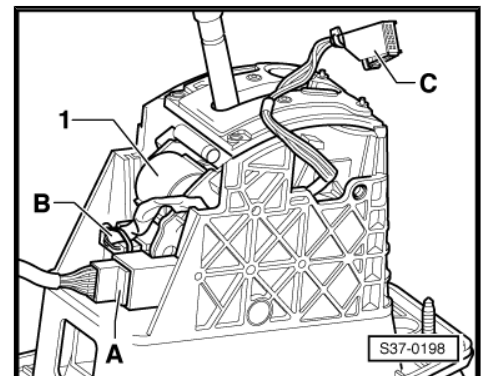


The fitting together of the plug connection -A- must not be performed, if the plug connector housing is latched into the shift mechanism. When fitting together (high resistance because of the spring) the catch of the plug connector housing breaks off.

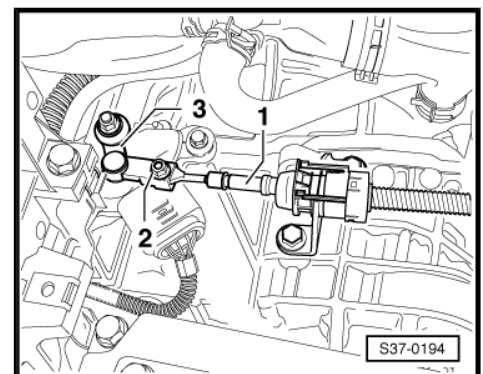
- Connect plug -A- and plug connector housing and then latch into the shift mechanism.

Note

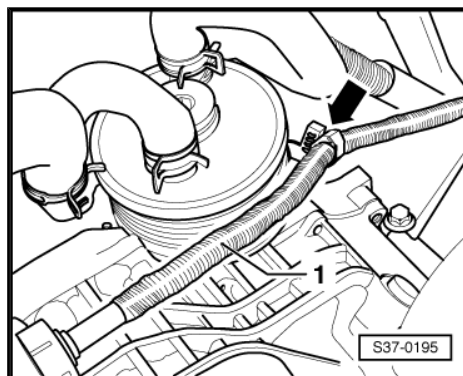
*As of production date 11.2009 the shift mechanism is changed, the 4-pin plug connection -B- and the selector lever lock solenoid -N110- -1- are already located in the shift mechanism
⇒ "2.1.2 Summary of components - Gearshift mechanism - Octavia II as of 11.2009", page 44 .*



- Insert the selector lever control cable -1- in the cable support/gearbox and carefully push onto the gearshift lever -3-. Do not bend the gearshift lever, otherwise it will no longer be possible to adjust the gearshift operation exactly.



- Hang the selector lever control cable -1- in the clip -arrow- at the gearbox. When installing the selector lever control cable, respect a minimum distance of at least 5 mm from the ATF cooler.
- Clamp the selector lever control cable on the gearbox side with the fixing part to the heat shield of the exhaust system.
- Install exhaust system and align free of stress => Engine; Rep. gr. 26 .
- Installing the selector lever handle and cover for the shift mechanism:
 - ◆ => ["2.6 Removing and installing and installing selector lever handle up to 10.2012"](#), page 65 .
 - ◆ => ["2.7 Removing and installing selector lever handle as of 11.2012"](#), page 70 .
- Check the function of the ignition key anti-removal lock
=> ["2.4 Check the function of the ignition key removal lock"](#), page 57 .
- Setting selector lever control cable
=> ["2.3 Inspecting and adjusting the selector lever control cable"](#), page 55 .
- Inspect gearshift mechanism
=> ["2.2 Inspecting the gearshift mechanism"](#), page 54 .
- Install air filter => Engine; Rep. gr. 24 .
- Connect earth strap of battery => Electrical System; Rep. gr. 27 .



i Note

If the battery earth strap is disconnected and connected, carry out additional operations => Electrical System; Rep. gr. 27 .

Tightening torques

Summary of components - Gearshift mechanism -Octavia II up to 10.2009	=> "2.1.1 Summary of components - Gearshift mechanism -Octavia II up to 10.2009" , page 41
Summary of components - Gearshift mechanism - Octavia II as of 11.2009	=> "2.1.2 Summary of components - Gearshift mechanism - Octavia II as of 11.2009" , page 44
Summary of components - Gearshift mechanism -Superb II	=> "2.1.3 Summary of components - Gearshift mechanism -Superb II" , page 46

2.9.3 Remove and install shift mechanism Octavia III

Special tools and workshop equipment required

- ◆ Removal tool for the inner lining of the door panel -MP8-602/1-

Removing

- Removing the cover for the shift mechanism
=> ["2.5 Removing and Installing the cover for the shift mechanism"](#), page 58 .

- Removing selector lever handle
⇒ ["2.7 Removing and installing selector lever handle as of 11.2012", page 70](#) .
- Shift selector lever into position "P".

Note

If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Remove ashtray or storage area in front of the shift mechanism ⇒ Body Work; Rep. gr. 68 .
- Remove the centre console and air guide ⇒ Body Work; Rep. gr. 68 .
- Disconnect plug connection for vehicle wiring harness to selector mechanism -1-.

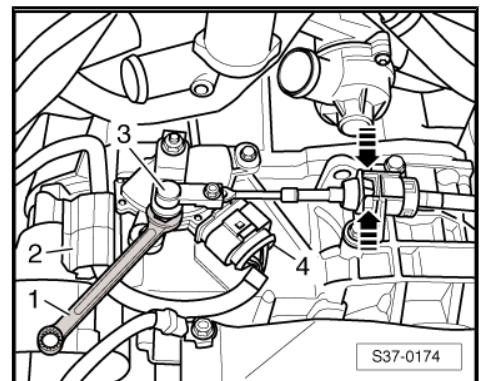
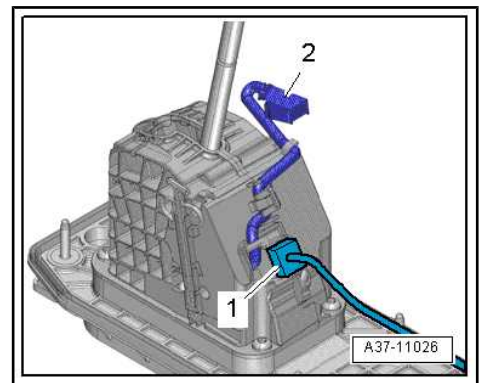
Note

Ignore -position 2-.

- Remove air filter ⇒ Engine; Rep. gr. 24 or ⇒ Engine; Rep. gr. 23 .
- Lever off the selector lever control cable -3- from gearshift lever, e.g. using an open-end wrench -1-.

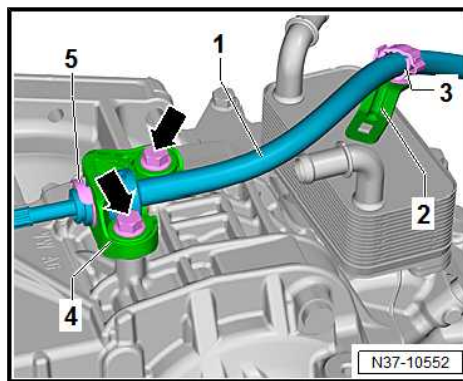
Note

Ignore positions -2-, -4- and -arrows-.





- Unlock the quick-release lock -3- at the mounting bracket -2- and unhook the selector lever control cable -1-.
- Remove the circlip -5- and release the selector lever control cable -1- from the support -4-.



Caution

Risk of damage to the selector lever control cable.

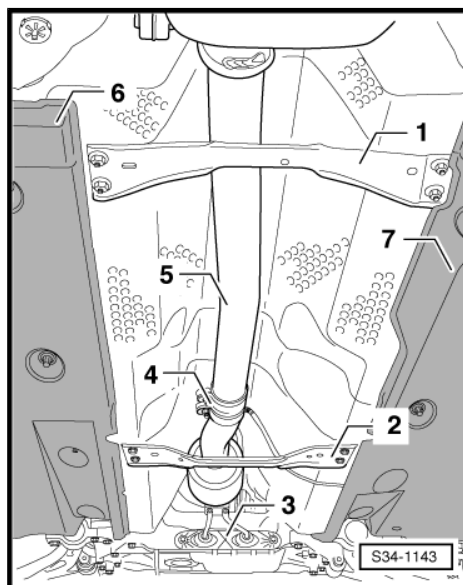
- ◆ *Do not press the selector lever control cable out of the cable support towards the rear. The selector lever control cable is only guided out of the cable support when removing the gearshift mechanism.*
- ◆ *Do not bend or buckle selector lever control cable.*

- Raise vehicle → Maintenance ; Booklet Octavia III .
- Remove the rear tunnel bridge -1- and the front tunnel bridge -2- from the body (if present).
- Detach the bracket -3- for the exhaust system from the assembly carrier.
- Slacken clamping sleeve -4-.



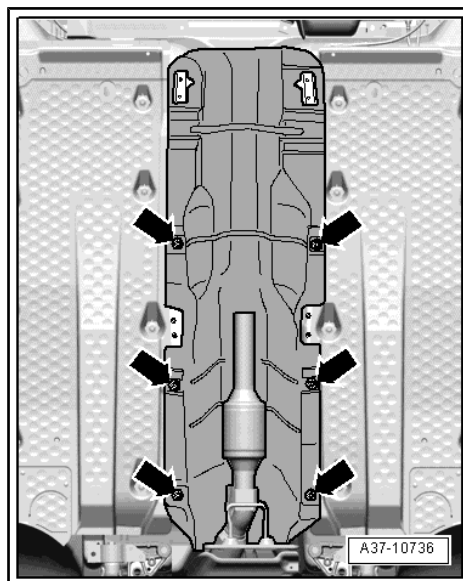
Note

- ◆ *The decoupling element in the pre-exhaust pipe should not be bent by more than 10° - risk of damage.*
- ◆ *The aid of a 2nd mechanic is required to remove the rear silencer.*
- Remove the rear part of the exhaust system -5- as from the clamping sleeve → Engine; Rep. gr. 26 .
- Slacken the trim panels for the underfloor on left -6- and right -7- from the body.
- Unclip lambda probe cable at heat shield.
- Remove the heat shield below the shift mechanism towards the rear, to do so slacken the clips -arrows-.



Note

A second mechanic is needed under the vehicle to remove the shift mechanism.



- Unscrew the nuts -arrows- in the vehicle interior.
- Remove the shift mechanism together with the selector lever control cable downwards. Thus, guide the selector lever control cable out of the gearshift mechanism.

i Note

Do not bend or buckle selector lever control cable.

Install

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

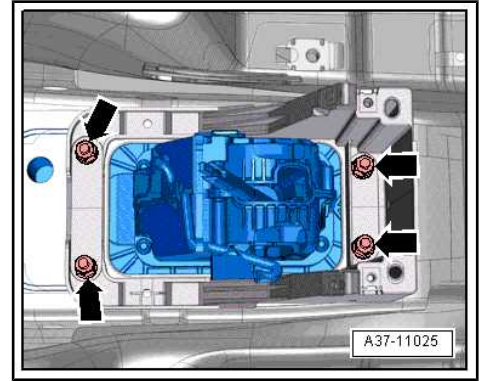
i Note

Do not bend or buckle selector lever control cable.

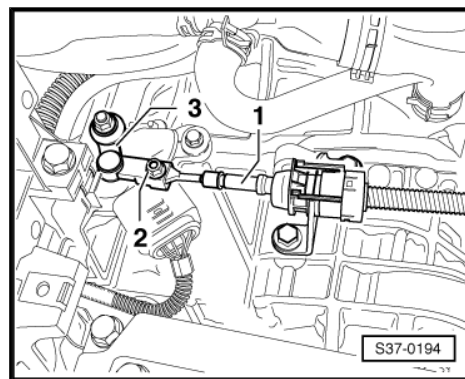
- Install the air guide and the centre console ⇒ Body Work; Rep. gr. 68 .
- Install ashtray or storage area in front of the shift mechanism ⇒ Body Work; Rep. gr. 68 .
- Installing the selector lever handle and cover for the shift mechanism
⇒ ["2.7 Removing and installing selector lever handle as of 11.2012", page 70](#) .
- Connect earth strap of battery ⇒ Electrical System; Rep. gr. 27 .

i Note

If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .



- Insert the selector lever control cable -1- in the cable support/gearbox and carefully push onto the gearshift lever -3-. Do not bend the gearshift lever, otherwise it will no longer be possible to adjust the gearshift operation exactly.
- Hang the selector lever control cable in the clip arrow at the ATF radiator. When installing the selector lever control cable, respect a minimum distance of at least 5 mm from the ATF cooler.
- Check the function of the ignition key anti-removal lock
⇒ [“2.4 Check the function of the ignition key removal lock”, page 57](#) .
- Setting selector lever control cable
⇒ [“2.3 Inspecting and adjusting the selector lever control cable”, page 55](#) .
- Install air filter ⇒ Engine; Rep. gr. 24 or ⇒ Engine; Rep. gr. 23 .
- Inspect gearshift mechanism
⇒ [“2.2 Inspecting the gearshift mechanism”, page 54](#) .
- Install the heat shield below the shift mechanism and fasten the trim panels for the underfloor on the body ⇒ Body Work; Rep. gr. 50 .
- Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26 .
- Install the tunnel bridges below the exhaust system ⇒ Engine; Rep. gr. 26 .



Tightening torques

Summary of components - Gearshift mechanism (Octavia III, Yeti)	⇒ “2.1.7 Summary of components - Gearshift mechanism (Octavia III, Yeti)”, page 53
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2.9.4 Removing and installing shift mechanism (Yeti)

Special tools and workshop equipment required

- ◆ Removal tool for the inner lining of the door panel -MP8-602/1-

Removing

- Removing the cover for the shift mechanism
⇒ [“2.5 Removing and Installing the cover for the shift mechanism”, page 58](#) .
- Removing selector lever handle
⇒ [“2.7 Removing and installing selector lever handle as of 11.2012”, page 70](#) .
- Shift selector lever into position “P”.



Note

If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Remove ashtray or storage area in front of the shift mechanism ⇒ Body Work; Rep. gr. 68 .

- Remove the centre console and air guide ⇒ Body Work; Rep. gr. 68 .
- Disconnect plug connection for vehicle wiring harness to selector mechanism -1-.

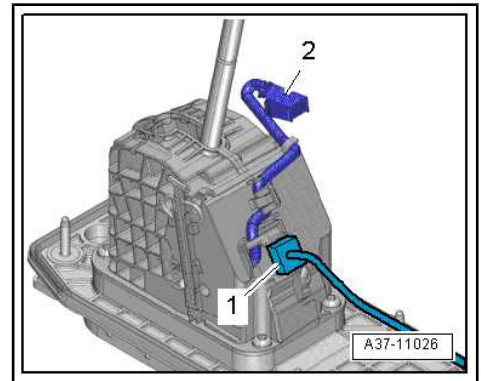
i Note

Ignore -position 2-.

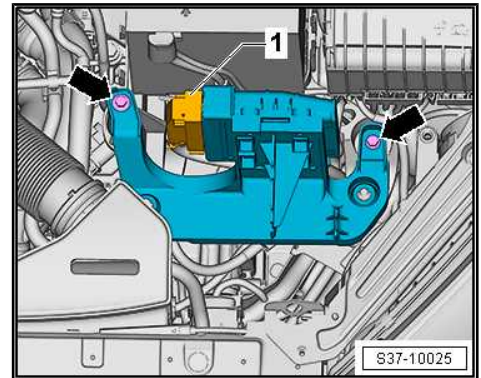


Caution

Touch an earthed object before working on the electrical components. Do not grab directly at the plug contacts or electronic components.



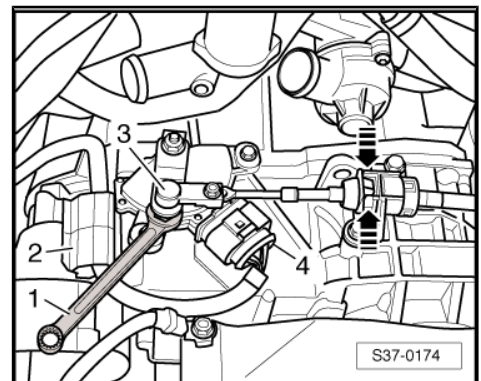
- Unlock the plug connection -1- and pull out.
- Unscrew screws -arrow-.
- Undo the mounting bracket with the control unit for automatic gearbox - J217- from the bearing and remove it upwards and out.
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .



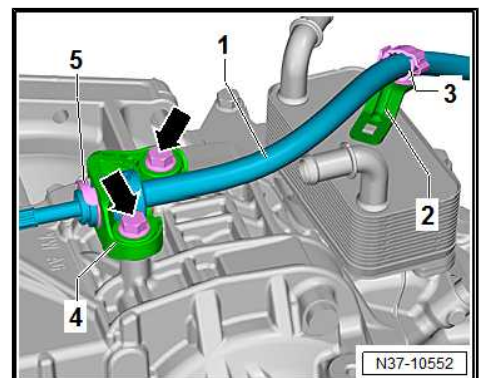
- Lever off the selector lever control cable -3- from gearshift lever, e.g. using an open-end wrench -1-.

i Note

Ignore positions -2-, -4- and -arrows-.



- Unlock the quick-release lock -3- at the mounting bracket -2- and unhook the selector lever control cable -1-.
- Remove the circlip -5- and release the selector lever control cable -1- from the support -4-.



Caution

Risk of damage to the selector lever control cable.

- ◆ *Do not press the selector lever control cable out of the cable support towards the rear. The selector lever control cable is only guided out of the cable support when removing the gearshift mechanism.*
- ◆ *Do not bend or buckle the selector lever control cable.*



- Remove rear tunnel bridge -1- and the front tunnel bridge -2- from the body.
- Detach the bracket -3- for the exhaust system from the assembly carrier.



Caution

The decoupling element in the pre-exhaust pipe should not be bent by more than 10° - risk of damage.

- Slacken clamping sleeve -4-.



Note

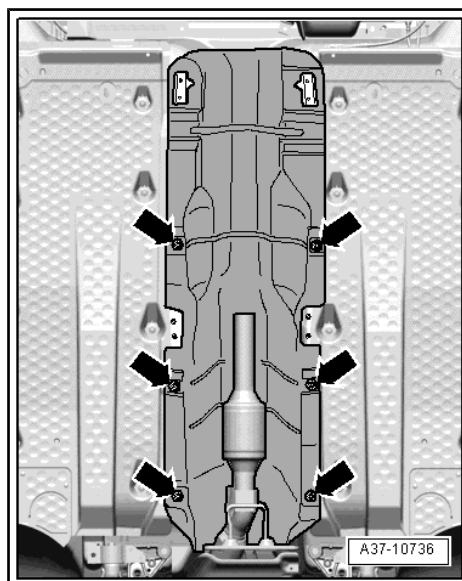
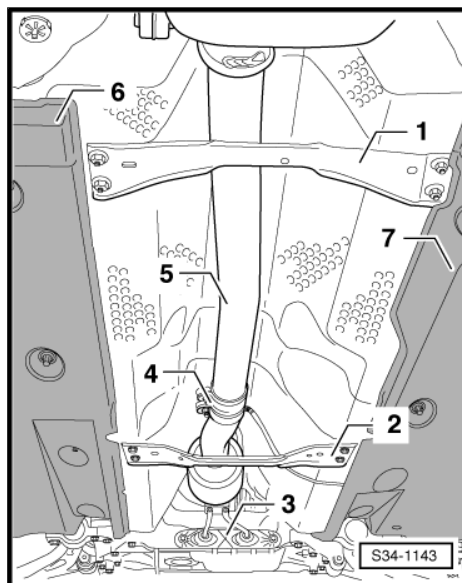
The aid of a 2nd mechanic is required to remove the rear silencer.

- Remove the rear part of the exhaust system -5- as from the clamping sleeve ⇒ Engine; Rep. gr. 26 .
- Slacken the trim panels for the underfloor on left -6- and right -7- from the body.
- Unclip lambda probe cable at heat shield.
- Remove the heat shield below the shift mechanism towards the rear, to do so slacken the clips -arrows-.



Note

A second mechanic is needed under the vehicle to remove the shift mechanism.



- Unscrew the nuts -arrows- in the vehicle interior.
- Remove the shift mechanism together with the selector lever control cable downwards. Thus, guide the selector lever control cable out of the gearshift mechanism.

Install

Installation is performed in the reverse order, pay attention to the following points:

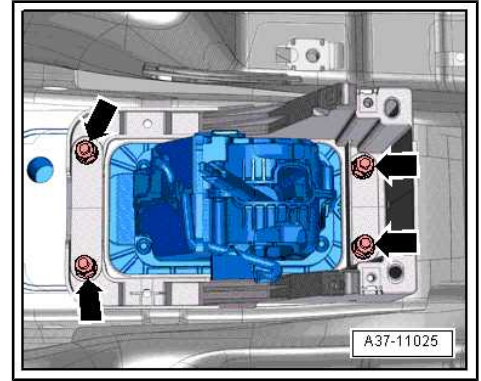
i Note

Do not bend or buckle selector lever control cable.

- Install the air guide and the centre console ⇒ Body Work; Rep. gr. 68 .
- Install ashtray or storage area in front of the shift mechanism ⇒ Body Work; Rep. gr. 68 .
- Installing the selector lever handle and cover for the shift mechanism
⇒ [“2.7 Removing and installing selector lever handle as of 11.2012”, page 70](#) .
- Connect earth strap of battery ⇒ Electrical System; Rep. gr. 27 .

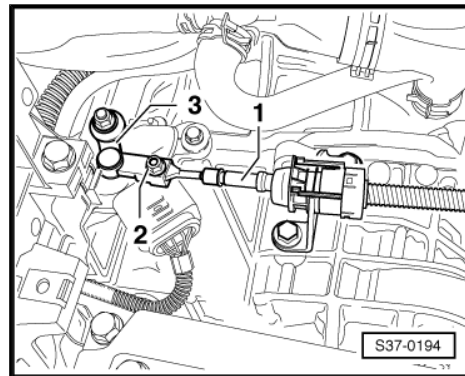
i Note

If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .





- Insert the selector lever control cable -1- in the cable support/gearbox and carefully push onto the gearshift lever -3-. Do not bend the gearshift lever, otherwise it will no longer be possible to adjust the gearshift operation exactly.
- Hang the selector lever control cable in the clip arrow at the ATF radiator. When installing the selector lever control cable, respect a minimum distance of at least 5 mm from the ATF cooler.
- Check the function of the ignition key anti-removal lock
 ⇒ [“2.4 Check the function of the ignition key removal lock”, page 57](#) .
- Setting selector lever control cable
 ⇒ [“2.3 Inspecting and adjusting the selector lever control cable”, page 55](#) .
- Inspect gearshift mechanism
 ⇒ [“2.2 Inspecting the gearshift mechanism”, page 54](#) .
- Install the heat shield below the shift mechanism and fasten the trim panels for the underfloor on the body ⇒ Body Work; Rep. gr. 50 .
- Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26 .
- Install the tunnel bridges below the exhaust system ⇒ Engine; Rep. gr. 26 .



Tightening torques

Component	Nm
Control unit holder at battery tray	5
Summary of components - Gearshift mechanism (Octavia III, Yeti)	⇒ “2.1.7 Summary of components - Gearshift mechanism (Octavia III, Yeti)”, page 53

2.10 Removing and installing the selector lever control cable



Note

- ◆ *Selector lever control cable can be replaced as a separate part or only on the vehicles:*
- ◆ ⇒ [“2.1.1 Summary of components - Gearshift mechanism - Octavia II up to 10.2009”, page 41](#) .
- ◆ ⇒ [“2.1.4 Summary of components - Shift mechanism up to 10.2011 \(Fabia II and Roomster\)”, page 47](#) .

Removing

- Remove engine cover engine ⇒ Engine; Rep. gr. 10

For vehicles Octavia II (up to production date 10.2009)

- Shift selector lever into position “S”.
- Switch off ignition.
- Remove air guide hose.
- Remove air filter ⇒ Engine; Rep. gr. 24 .

For vehicles Fabia II and Roomster (up to production date 10.2011)

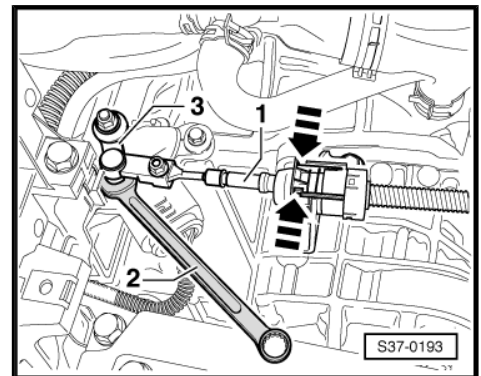
i Note

Observe measures when disconnecting and connecting the battery ⇒ Electrical System; Rep. gr. 27 .

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Disconnect plug from automatic gearbox control unit - J217- .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .
- Remove intake hose ⇒ Engine; Rep. gr. 24 .

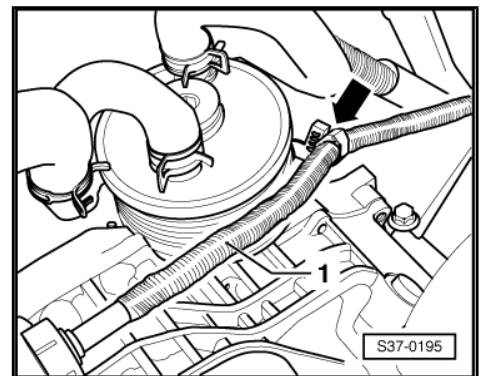
Continued for all vehicles

- Lever off the selector lever control cable -1- from the gearshift lever -3-, e.g. using a fixed spanner -2-.
- Press together the catches at the cable support of the selector lever control cable -arrows- and pull out the selector lever control cable from the cable support/gearbox.

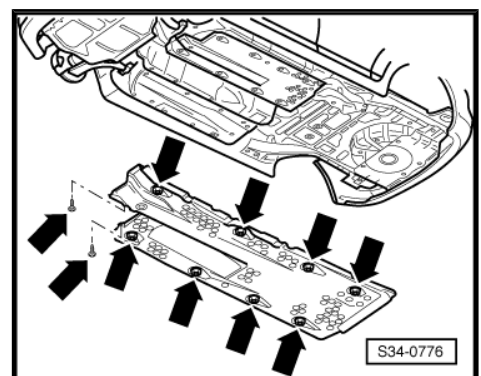


- Unhook the selector lever control cable -1- from the clip -arrow- at the gearbox.

For vehicles Octavia II (up to production date 10.2009)

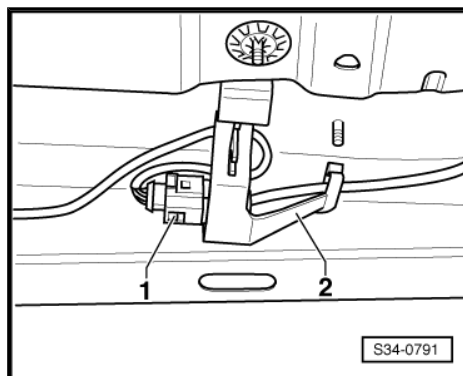


- Remove underbody cover on right and left -arrows-.
- Detach tunnel bridges below the exhaust system ⇒ Engine; Rep. gr. 26 .





- Disconnect plug connection -1-, remove inserting terminal out of the bracket -2- and expose wiring to lambda probe heater downstream of catalytic converter.



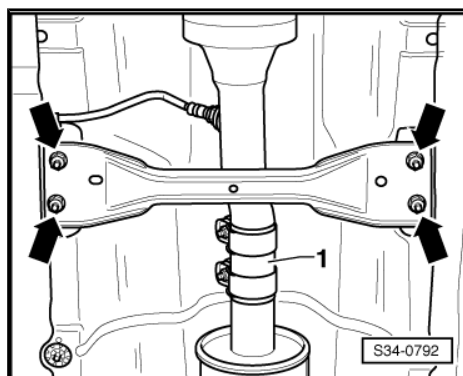
- Separate exhaust system at the clamping sleeve -1- → Engine; Rep. gr. 26 .



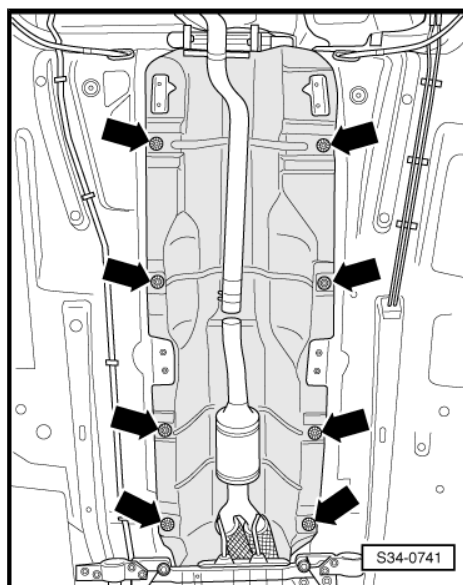
Note

The decoupling element of the front part of the exhaust system should not be bent by more than 10° - risk of damage.

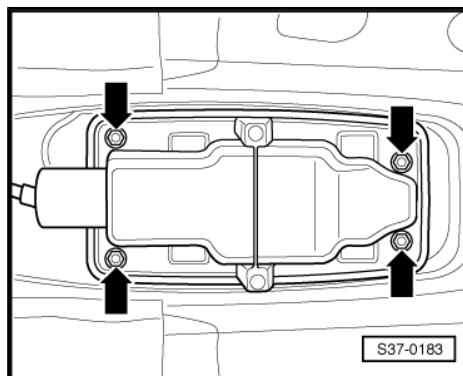
- Unhook front and rear silencer → Engine; Rep. gr. 26 .



- Clip off clips -arrows- and remove heat shield.



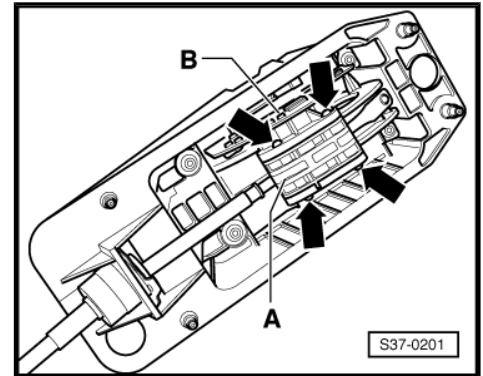
- Unscrew the nuts -arrows- for the lid of the shift mechanism.
- Carefully slide the cover with boot over the selector lever control cable forward. At the same time do not damage the boot.



- Release screws -arrows-.

Caution

- ◆ *Under no circumstances touch the circuit board -B- of the gearshift mechanism with the fingers, because static discharge can destroy the electronic components and the circuit board.*
- ◆ *The circuit board can only be replaced together with the gearshift mechanism!*



- Detach catch plate -A- from the gearshift mechanism.

Note

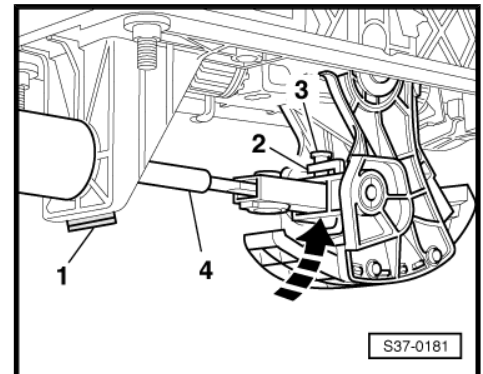
The catch plate is clipped to the left and to the right with retaining lugs.

- Pull out the locking clasp -1- for the selector lever control on the gearshift mechanism downwards.
- Pull the plastic securing spring -2- slightly forwards and only push the pin -3- as far as necessary upwards -arrow-.

Note

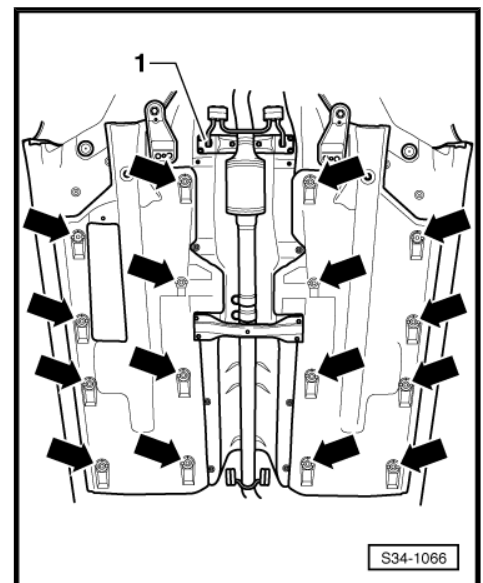
Make sure that the pin is not fully pressed out.

- Pull selector lever control cable -4- out of the gearshift mechanism.



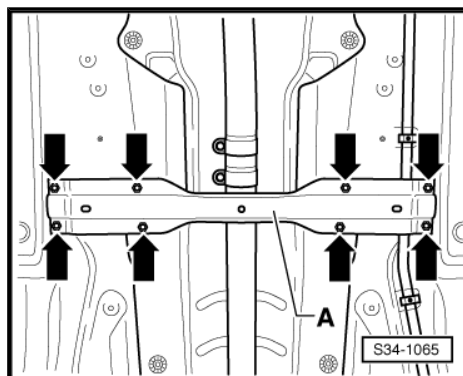
For vehicles Fabia II and Roomster (up to production date 10.2011)

- Shift selector lever to position "Tiptronic".
- Remove the pre-exhaust pipe with mounting bracket -1- => Engine; Rep. gr. 26 .
- Remove underbody cover on right and left -arrows-.

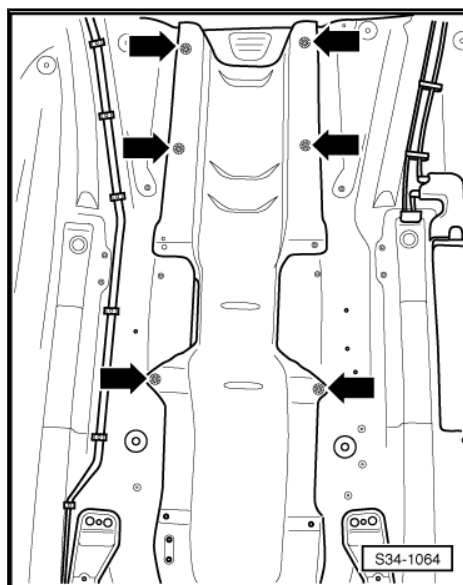




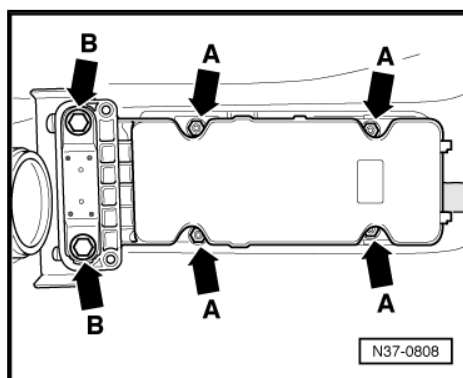
- Detach tunnel bridge below the exhaust system ⇒ Engine; Rep. gr. 26 .
- Unhook rear silencer in such a way that it does not come in contact with the rear axle.



- Remove heat shield -arrows-.



- Unscrew the gearbox housing cover -arrow-.
- Carefully slide the cover with boot over the selector lever control cable forward. At the same time do not damage the boot.



- Push away selector lever control cable -2- in -direction of arrow- from the selector lever -3-.
- Pull out securing clasp -1-.
- Pull the selector lever control cable out of the protective cover.

Continued for all vehicles

 **Note**

Do not bend or buckle selector lever control cable.

- Remove selector lever control cable.

Install

Installation is performed in the reverse order, pay attention to the following points:

 **Note**

- ◆ *Inspect boot for damage; the boot must be replaced together with the selector lever control cable.*
- ◆ *Check correct fitting of the boot and do not install the boot twisted.*

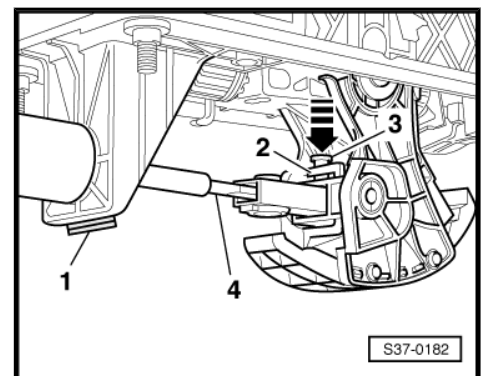
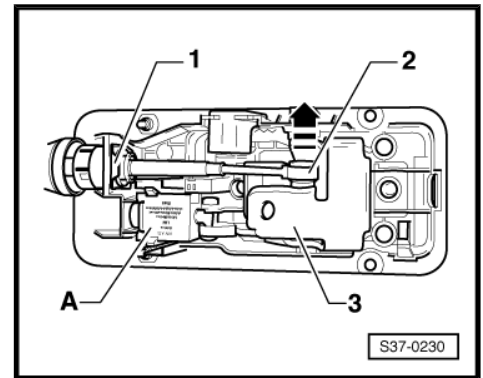
For vehicles Octavia II (up to production date 10.2009)



Caution

- ◆ *Under no circumstances touch the circuit board -B- of the gearshift mechanism with the fingers, because static discharge can destroy the electronic components and the circuit board.*
- ◆ *The circuit board can only be replaced together with the gearshift mechanism!*

- Insert the end of the selector lever control cable -4- into the joint of the selector lever.
- Push the pin -3- downwards -arrow-.
- Check if the plastic securing spring -2- has locked the pin.
- Fit new locking clasp -1- for selector lever control cable at the gearshift mechanism.
- Fitting position: Angled end of locking clasp points towards the inside of the gearshift mechanism.





- Install catch plate -A-.



Note

The catch plate is clipped to the left and to the right with retaining lugs.

- Screw in screws -arrow-.
- Screw the cover with affixed seal with new nuts to the shift mechanism. Watch out for the correct arrangement of the seal.
- Tighten nuts for cover -arrows- to tightening torque
=> ["2.1.1 Summary of components - Gearshift mechanism - Octavia II up to 10.2009", page 41](#) .
- Insert the boot of the selector lever control cable into the cover.

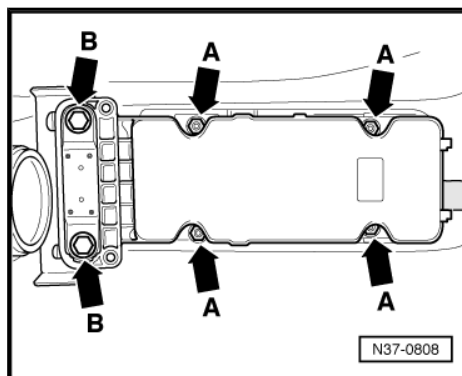
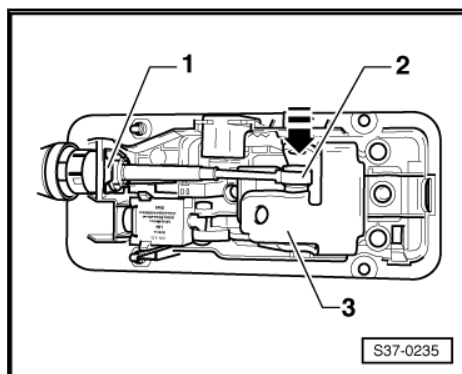
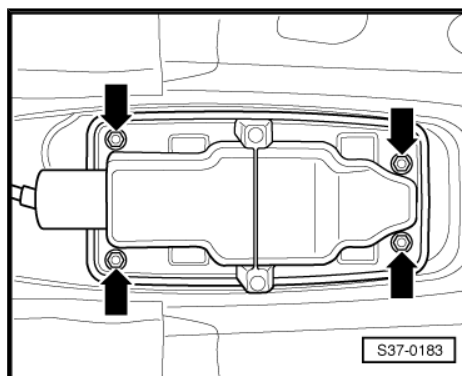
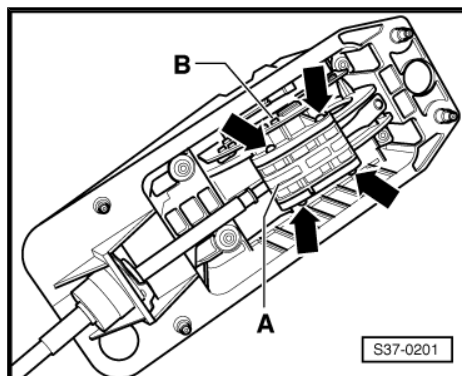
For vehicles Fabia II and Roomster (up to production date 10.2011)

- Press the selector lever control cable -2- onto the selector lever -3-.
- Fit new locking clasp -1- for selector lever control cable at the gearshift mechanism.

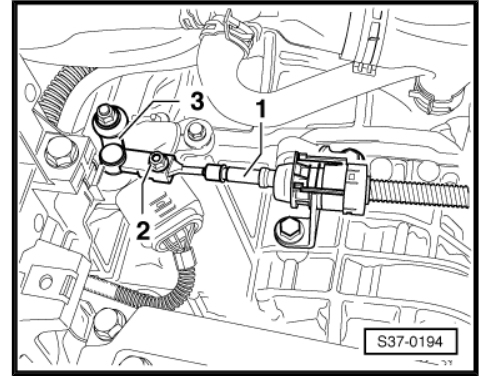
- Screw cover for shift mechanism -arrows- with new nuts and tighten to the tightening torque
=> ["2.1.4 Summary of components - Shift mechanism up to 10.2011 \(Fabia II and Roomster\)", page 47](#) .

Continued for all vehicles

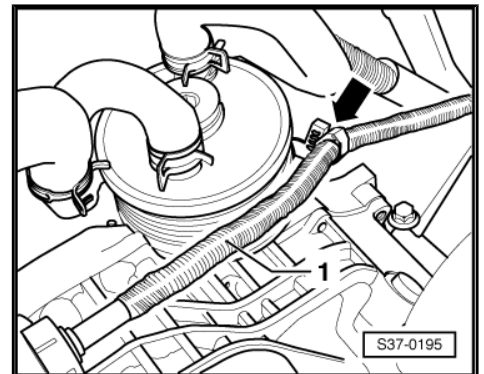
- Shift selector lever into position "P".



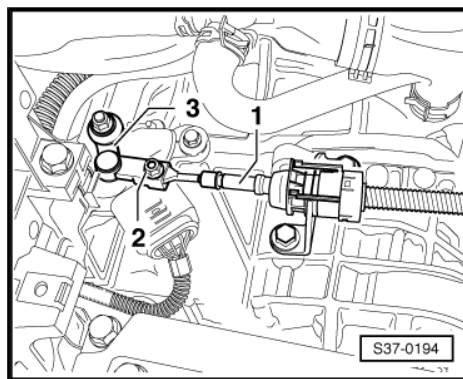
- Press the gearshift lever -3- on the gearbox completely towards the rear to position "P" (in the figure: completely to the right) until the parking lock locks into place. Both front wheels are blocked (cannot be simultaneously turned in one direction).



- Hang the selector lever control cable -1- in the clip -arrow- at the gearbox. When installing the selector lever control cable, respect a minimum distance of at least 5 mm from the ATF cooler.



- Release screw -2- at the front ball socket of the selector lever control cable -1-.
- Insert the selector lever control cable in the cable support/gearbox and carefully press onto the gearshift lever. Do not bend the gearshift lever, otherwise it will no longer be possible to adjust the gearshift operation exactly.
- Tighten -2- to 13 Nm.
- Shift selector lever from “P” to “S” and shift back again.
- Gearshift mechanism and selector lever control cable must move smoothly when shifting gears, if necessary replace selector lever control cable or repair gearshift mechanism.
- Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26 .



i Note

Observe measures when disconnecting and connecting the battery ⇒ Electrical System; Rep. gr. 27 .

- Connect earth strap of battery ⇒ Electrical System; Rep. gr. 27 .
- Inspect gearshift mechanism
⇒ [“2.2 Inspecting the gearshift mechanism”, page 54](#) .

Tightening torques

Summary of components - Gearshift mechanism Octavia II up to 10.2009	⇒ “2.1.1 Summary of components - Gearshift mechanism -Octavia II up to 10.2009”, page 41
Summary of components - Shift mechanism (Fabia II and Roomster) up to 10.2011	⇒ “2.1.4 Summary of components - Shift mechanism up to 10.2011 (Fabia II and Roomster)”, page 47

2.11 Removing and installing the Tiptronic switch - F189-

The Tiptronic switch is integrated firmly in the gearshift mechanism and cannot be replaced separately. To replace, the gearshift mechanism must be replaced.

2.12 Removing and installing selector lever lock solenoid - N110-

⇒ [“2.12.1 Removing and installing selector lever lock solenoid N110 for Octavia II, Octavia III, Superb II, Rapid and Yeti vehicles”, page 100](#)

⇒ [“2.12.2 Removing and installing selector lever lock solenoid N110 for Fabia II and Roomster vehicles up to 10.2011”, page 101](#)

⇒ [“2.12.3 Removing and installing selector lever lock solenoid N110 for Fabia II and Roomster vehicles as of 11.2011”, page 104](#)

2.12.1 Removing and installing selector lever lock solenoid - N110- for Octavia II, Oc-

Octavia III, Superb II, Rapid and Yeti vehicles

The selector lever lock solenoid is integrated firmly in the gearshift mechanism and cannot be replaced separately. To replace, the gearshift mechanism must be replaced ⇒ [page 74](#) .

2.12.2 Removing and installing selector lever lock solenoid - N110- for Fabia II and Roomster vehicles up to 10.2011

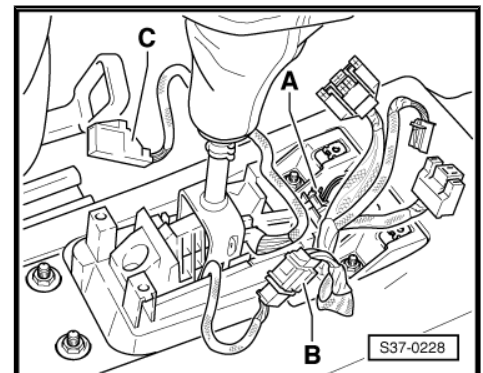
Removing



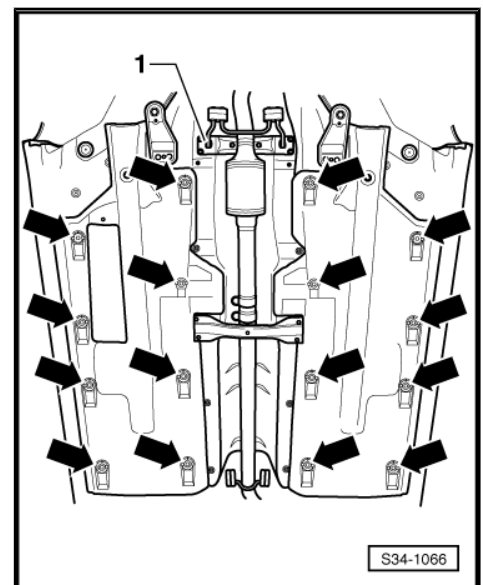
Note

Observe measures when disconnecting and connecting the battery ⇒ *Electrical System; Rep. gr. 27* .

- Disconnect the battery-earth strap with the ignition off ⇒ *Electrical System; Rep. gr. 27* .
- Removing the cover for the shift mechanism ⇒ [“2.5 Removing and Installing the cover for the shift mechanism”, page 58](#) .
- Remove the centre console ⇒ *Body Work; Rep. gr. 68* .
- Pull out connector -A-.

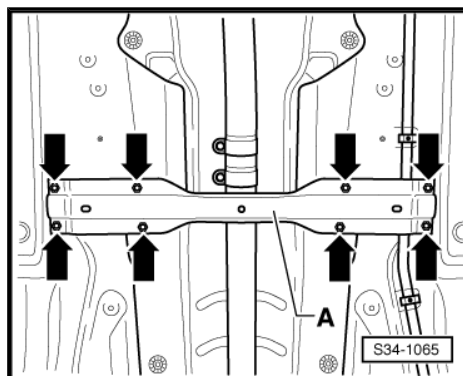


- Remove the pre-exhaust pipe with mounting bracket -1- ⇒ *Engine; Rep. gr. 26* .
- Remove underbody cover on right and left -arrows-.

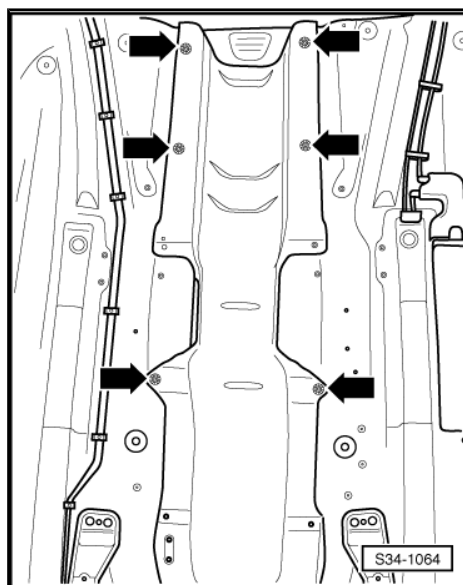




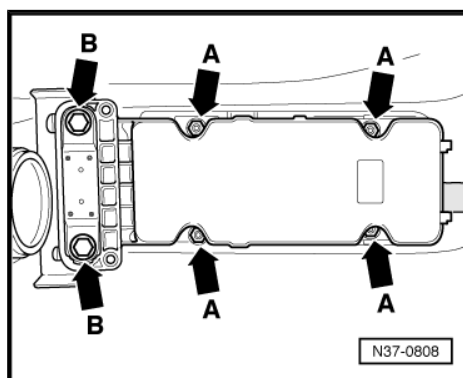
- Remove tunnel bridge -arrows-.
- Unhook rear silencer in such a way that it does not come in contact with the rear axle.



- Remove heat shield -arrows-.

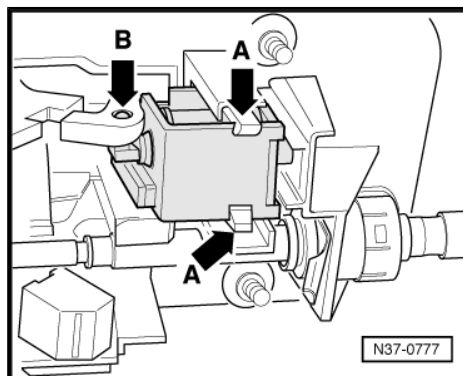


- Unscrew the gearbox housing cover -arrow-.
- Carefully slide the cover with boot over the selector lever control cable forward. At the same time do not damage the boot.

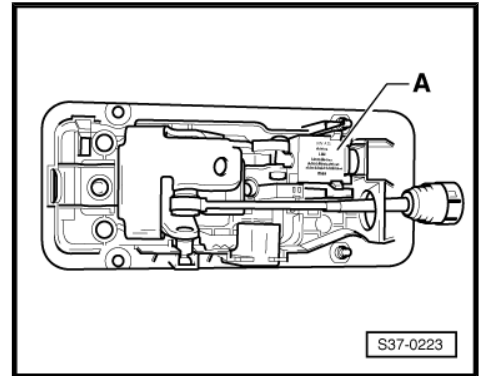


- Press off locking tabs -arrows A-.
- Slightly pull the solenoid out of the attachment.
- Pull solenoid control cable out of the catch -arrow B-.

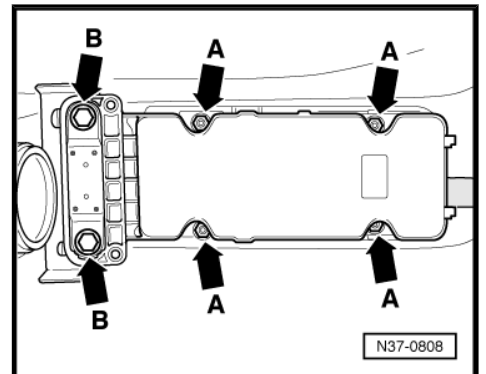
Install



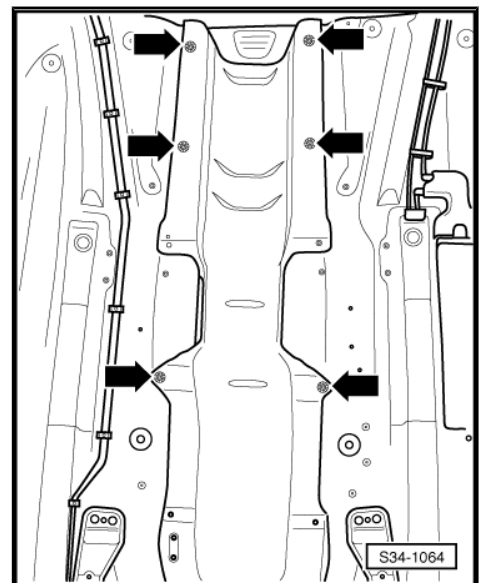
- Insert selector lever lock solenoid - N110- -A- into the gearshift mechanism.
 - Insert solenoid control cable into the catch -arrow B-.
- The locking tabs -A- must click into place audibly.



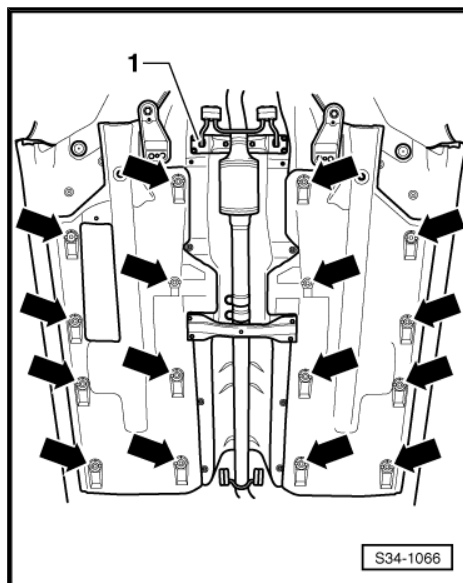
- Position cover for shift mechanism -arrows- and screw on.



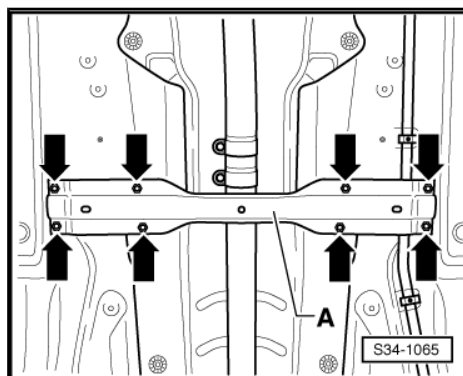
- Remove heat shield -arrows-.



- Remove the pre-exhaust pipe with mounting bracket -1- => Engine; Rep. gr. 26 .
- Install underbody cover on right and left -arrows-.



- Install tunnel bridge -arrows-.

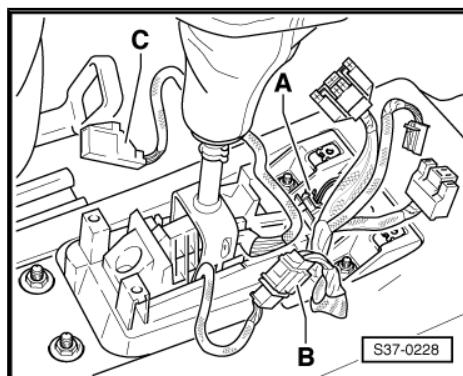


- Mount the plug connection -A-.
- Install the centre console => Body Work; Rep. gr. 68 .
- Installing the cover for the shift mechanism
=> ["2.5 Removing and Installing the cover for the shift mechanism", page 58](#) .



Note

Observe measures when disconnecting and connecting the battery => Electrical System; Rep. gr. 27 .



- Connect earth strap of battery => Electrical System; Rep. gr. 27 .

2.12.3 Removing and installing selector lever lock solenoid - N110- for Fabia II and Roomster vehicles as of 11.2011

The selector lever lock solenoid is integrated firmly in the gearshift mechanism and cannot be replaced separately. To replace, the gearshift mechanism must be replaced => [page 74](#) .

2.13 Checking the plug connections at the gearshift mechanism

- Before repairing or checking the plug connections, 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”.

Before checking the plug connections, all control units in the vehicle should be checked for fault entries and if necessary the faults must be rectified.

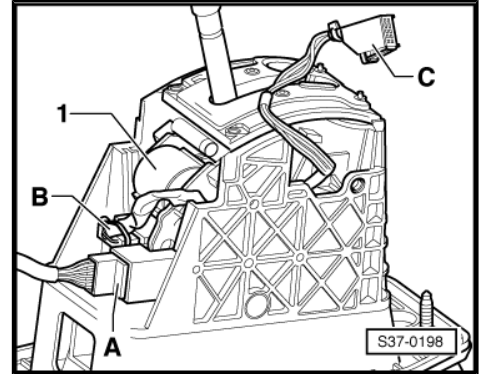
For Roomster and Rapid vehicles as of 11.2011, Octavia II, Superb II, Fabia II

A - 10-pin plug connection for connection lines from the gearshift mechanism to the automatic gearbox control unit - J217-

B - 4-pin plug connection to selector lever lock solenoid - N110- and selector lever switch blocked - F319- in P

C - 10-pin plug connection to cover for gearshift mechanism

- Check the function of the ignition key anti-removal lock ⇒ [“2.4 Check the function of the ignition key removal lock”, page 57](#) .

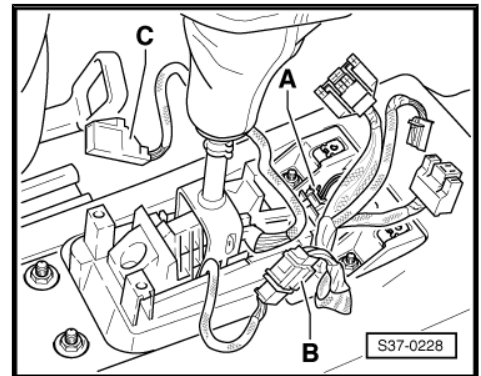


For vehicles Fabia II and Roomster up to 10.2011

A - 2-pin plug connection to selector lever lock solenoid - N110-

B - 10-pin plug connection for connection lines from the gearshift mechanism to the automatic gearbox control unit - J217-

C - 10-pin plug connection to cover for gearshift mechanism



2.14 Emergency release of gearshift mechanism out of position “P”

Selector lever lock solenoid - N110- locks the selector lever in position “P”. The selector lever can only be shifted out of “P” when ignition on or a started engine, the brake pedal is actuated and the button on the selector lever knob is pressed.

If there are faults in the voltage supply to the selector lever lock solenoid (battery discharged or fuse defective) or in case of defective solenoids, the selector lever cannot be moved out of the position “P”, i.e the vehicle cannot be moved because the parking position is engaged.

If this is the case:

- Test fuses ⇒ Current flow diagrams, Electrical fault finding and Fitting locations.
- Check the battery voltage ⇒ Electrical System; Rep. gr. 27 .

If the selector lever cannot be moved out of the position “P” despite the troubleshooting, the emergency release of the solenoids can be performed. If the selector lever is then shifted again into the position “P”, it is blocked again in the position “P”.

Perform emergency release

- Removing the cover for the shift mechanism ⇒ [“2.5 Removing and Installing the cover for the shift mechanism”, page 58](#) .

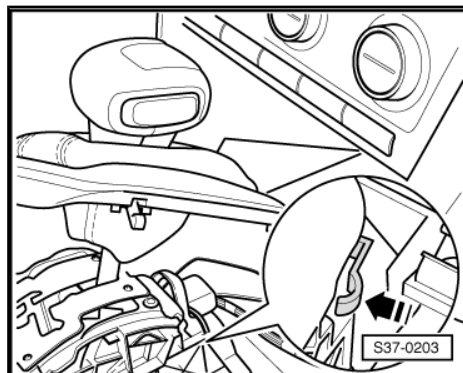


Note

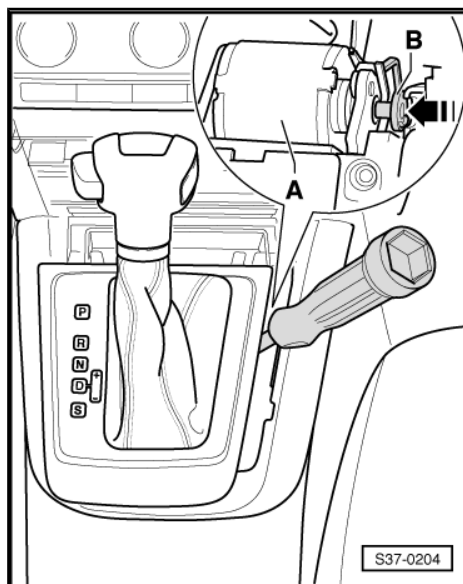
Do not remove grip of selector lever.

For Octavia II vehicles up to 05.2009

- Carefully insert a screwdriver from the top into the opening (retaining eye) at the side of the cover -arrow-.



- Release the selector lever lock solenoid -A- using a screwdriver -1-.
- To do so press the lever -B- to the inside -arrow- using a screwdriver and hold it in this position. This releases the solenoid from the selector lever.

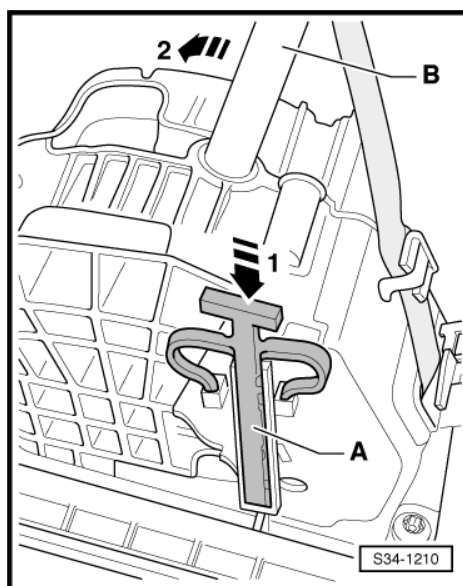


For Octavia II vehicles as of 10.2009, Superb II, Octavia III, Fabia II, Roomster, Rapid, Yeti vehicles

- Press the yellow plastic wedge -A- in -direction of arrow 1-.
- The magnet sets the locking of the selector lever in position "P".

Continued for all vehicles

- Now, press the button on the selector lever, and release the selector lever -B- out of position "P" in -direction of arrow 2-.



Note

- ◆ *If the selector lever is then shifted again into the position "P", it is blocked again.*
- ◆ *The shift mechanism can only be replaced as a complete unit. If individual parts of the shift mechanism are damaged, the shift mechanism can be replaced completely => Electronic Catalogue of Original Parts .*

3 Removing and installing the gearbox

⇒ [“3.1 Removing the gearbox”, page 107](#)

⇒ [“3.2 Installing the gearbox”, page 132](#)

⇒ [“3.3 Tightening torques”, page 134](#)

⇒ [“3.4 Transporting an automatic gearbox”, page 145](#)

⇒ [“3.5 Attaching gearbox to assembly stand”, page 145](#)

3.1 Removing the gearbox

⇒ [“3.1.1 Remove gearbox Superb II”, page 107](#)

⇒ [“3.1.2 Removing gearbox Octavia II”, page 111](#)

⇒ [“3.1.3 Removing gearbox Fabia II, Roomster, Rapid”, page 117](#)

⇒ [“3.1.4 Removing gearbox Octavia III”, page 121](#)

⇒ [“3.1.5 Removing gearbox \(Yeti\)”, page 127](#)

3.1.1 Remove gearbox Superb II

Special tools and workshop equipment required

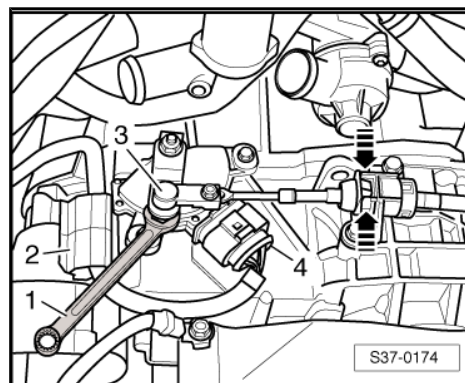
- ◆ Supporting device - MP9-200 (10-222A)-
- ◆ Adapter - MP9-200/18 (10-222A/18)-
- ◆ Support - T10346-
- ◆ Hook - MP9-200/10-
- ◆ Engine/gearbox jack - V.A.G 1383A-
- ◆ Hose clamp - MP7-602 (3094)-
- ◆ Gearbox mount - 3282-
- ◆ Adjusting plate - 3282/36-
- ◆ Wedge - T10161-



Note

- ◆ *If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .*
- ◆ *All cable straps which are detached or cut open when removing, should be fitted on again in the same place when installing.*
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Shift selector lever into position “P”.
- Remove engine cover ⇒ engine; Rep. gr. 10 .
- Remove air filter ⇒ Engine; Rep. gr. 24 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .

- Lever off the selector lever control cable -3- from gearshift lever, e.g. using an open-end wrench -1-.
- Press together the catches at the cable support of the selector lever control cable -arrows- and pull out the selector lever control cable from the cable support/gearbox.
- Disconnect plug connection -4- and expose electrical cable at bracket -2-.
- Unscrew the cable support for the selector lever control cable from the gearbox.

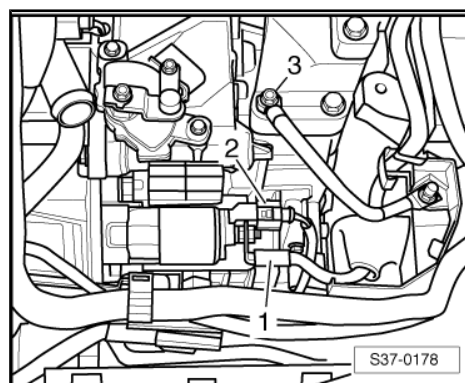


- Unscrew earth strap -3-.
- Detach electrical cables -1- and -2- at starter and expose.
- Mark hoses of ATF radiator to ATF radiator, in order to prevent interchanging when installing.

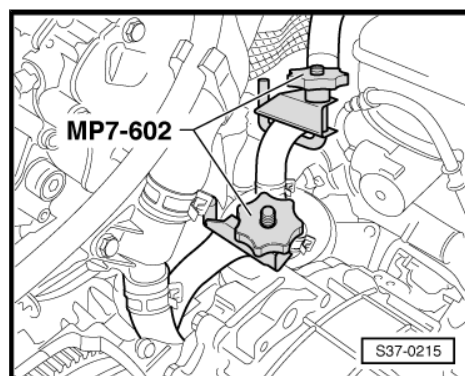


Note

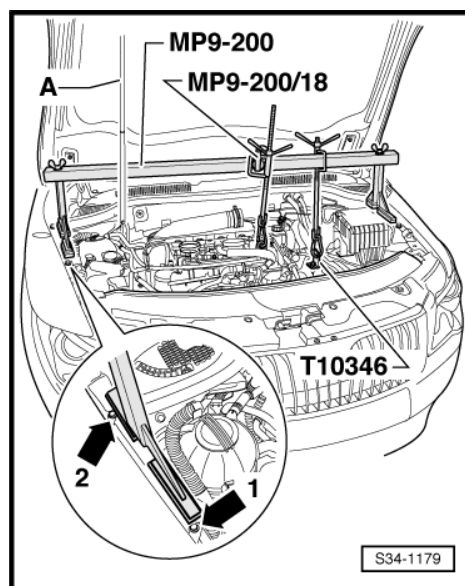
Depending on the as-built configuration a small plastic tube is located in the feed of the ATF radiator, which must be re-installed during installation.



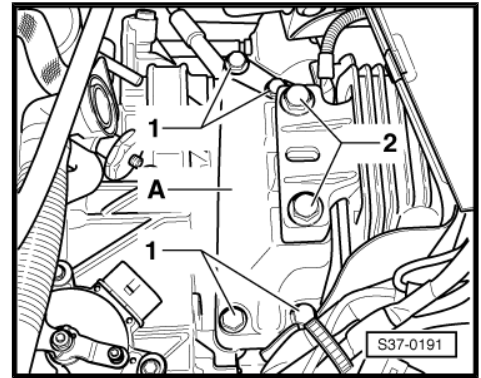
- Clamp off the ATF-radiator hoses with hose clamps - MP7-602 (3094)- and remove from ATF-radiator.
- Seal the of the ATF radiator with a clean plug.
- Release all connecting screws of the engine/gearbox accessible from the top.
- Remove the filling pieces from both upper edges of the wings.
- Tighten the holder - T10346- on the rear of the three location holes for the battery tray.
- To do so, use a collar screw M6 or one of the fixing screws for the battery tray.



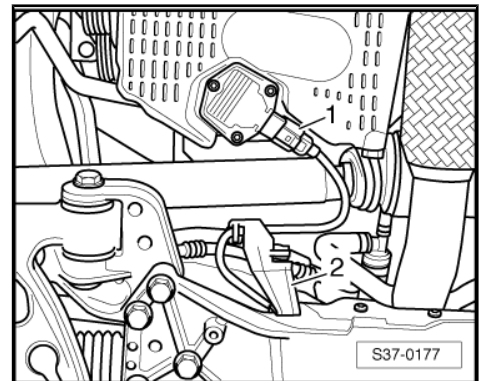
- Position the supporting device - MP9-200 (10-222A)- behind the pressurized gas strut -A- for the front flap.
- The feet of the supporting device must be placed as shown in the illustration, behind the screws -arrow 1- and sideways up to the screw -arrow 2- on the frame side rails for wheel arches at the top.
- Connect the holder - T10346- with the supporting device .
- Hook the second spindle to the front left engine lifting eye.
- Take up the weight of the engine/gearbox unit at the spindles.



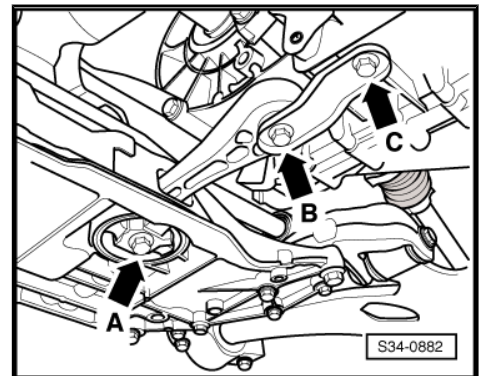
- Remove gearbox console -A-, to this end release screws -1- and -2-.
- Remove both front wheels.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove the front wheelhouse liners ⇒ Body Work; Rep. gr. 66 .



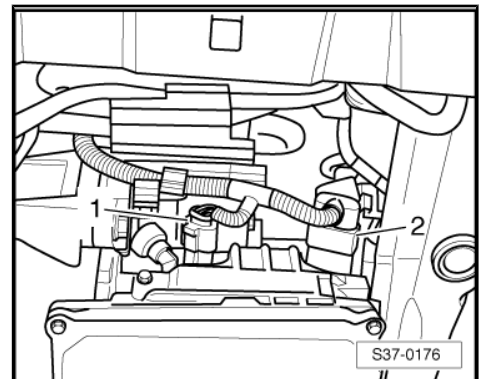
- Disconnect plug connection -1- at oil level and oil temperature sender - G266- .
- Unclip the mounting bracket -2- for the electrical cable to the oil level and oil temperature sender - G266- at the assembly bracket.



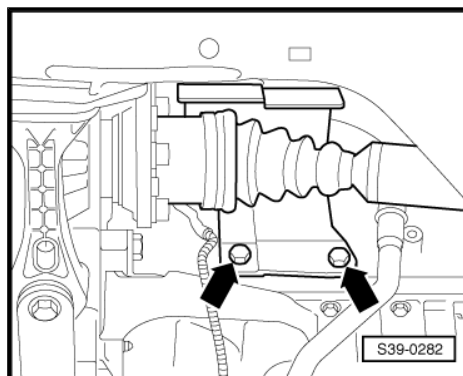
- Remove pendulum support -arrows A, B and C-.



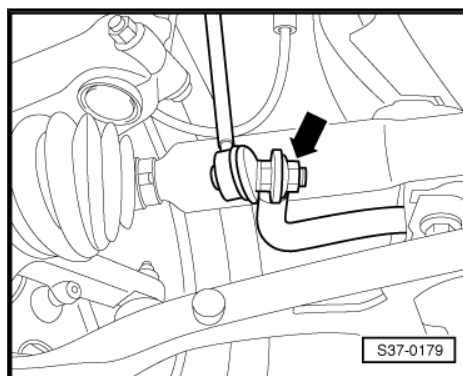
- Separate plug connections -1- and -2- at automatic gearbox.
- Unscrew bracket for electrical cables from the lower starter fixing screw/gearbox.
- Tie up bracket with the electrical cables to the front.
- Removing starter ⇒ Electrical System; Rep. gr. 27 .



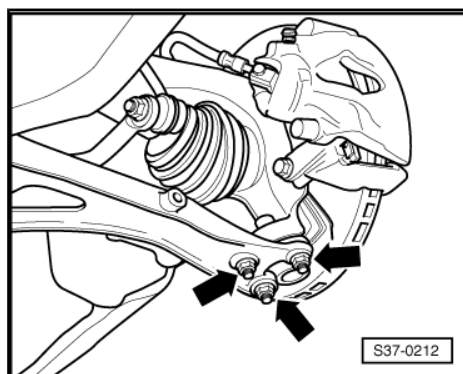
- Remove the protective cap for right drive shaft from the engine -arrows-.
- Disconnect the pre-exhaust pipe from the exhaust manifold ⇒ Engine; Rep. gr. 26 .



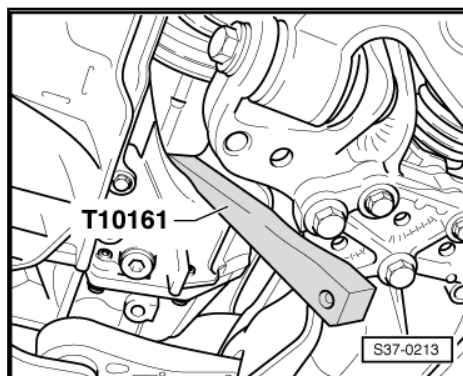
- Unscrew nut -arrow- on both vehicle sides and remove coupling rods from the anti-roll bar.



- Unscrew nuts -arrows- at left steering joint.
- Undo nuts from the holder of the front left vehicle level sender - G78- (when present on vehicle).
- Unhook suspension arm from track control arm.



- Swivel the spring unit outwards- while doing so, press the drive shaft out of the gearbox mounting by hitting on it with a plastic hammer on the wedge - T10161- .
- Tie up drive shaft.
- Repeat the same procedure on the opposite side of the vehicle as well.

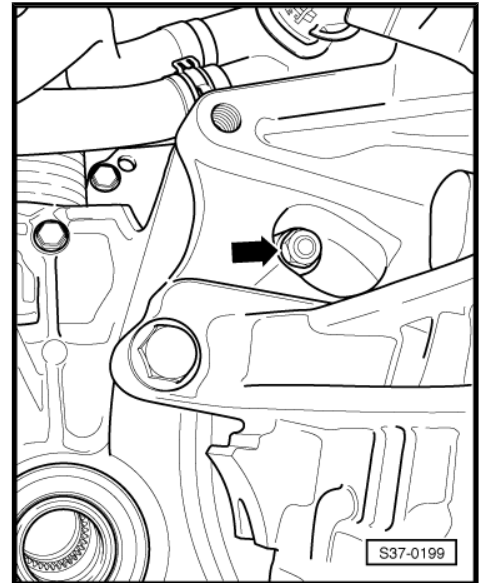


- Remove the cap from assembly opening for the converter nuts.
- Unscrew the 6 nuts -arrow- from the torque converter. To do so turn the crankshaft each time 60°.

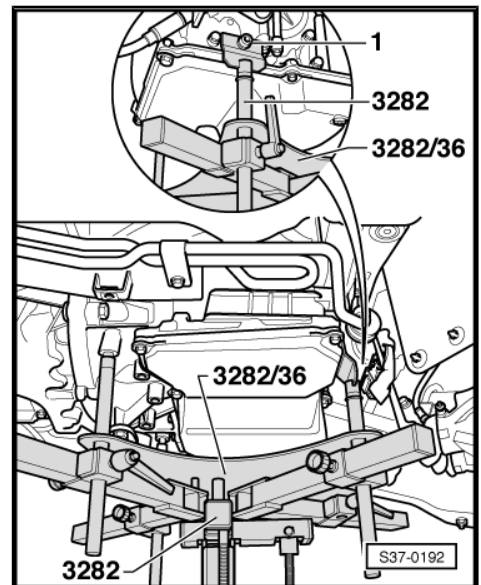
i Note

If not all 6 nuts are unscrewed from the torque converter, the torque converter is pulled out when removing the gearbox from the engine!

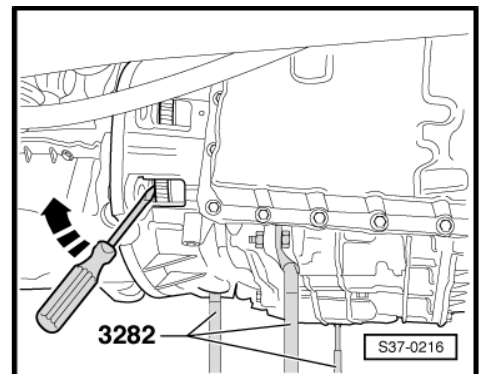
- Lower the engine/gearbox assembly with the spindle approx. 50 mm.



- Mount engine/gearbox jack - 3282- onto engine/gearbox mount - V.A.G 1383A- .
- Position adjusting plate - 3282/36- onto the gearbox mount - 3282- (adjusting plate fits in only one position).
- Align arms of the gearbox mount with the holes in the adjusting plate.
- Screw in the mounting elements as shown on the adjusting plate.
- Position engine/gearbox jack - V.A.G 1383A- below vehicle, arrow symbol on adjusting plate points in the direction of travel.
- Align the adjusting plate parallel to the gearbox.
- Secure the gearbox on the gearbox support - 3282- using screw -1-.
- Support gearbox by raising the gearbox mount.
- Unscrew the remaining connecting screws of the engine/gearbox. Installation position => ["3.3 Tightening torques", page 134](#) .
- Push gearbox off engine, simultaneously press off the torque converter from the driver disc.



- Push torque converter against the ATF-pump -arrow-.
- Carefully swivel gearbox towards the assembly carrier.
- Carefully lower the gearbox and guide past the assembly carrier downwards.
- Change the gearbox position at the spindles of the gearbox mount - 3282- when lowering.
- Secure torque converter against dropping out.



3.1.2 Removing gearbox Octavia II

Special tools and workshop equipment required

- ◆ Supporting device - T30099-

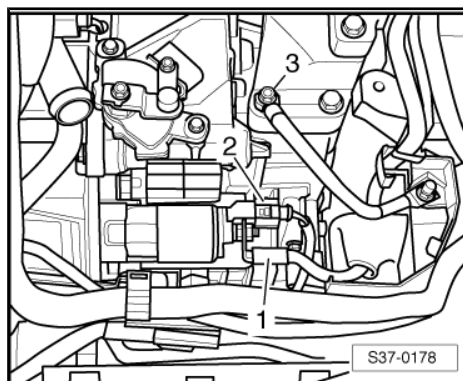
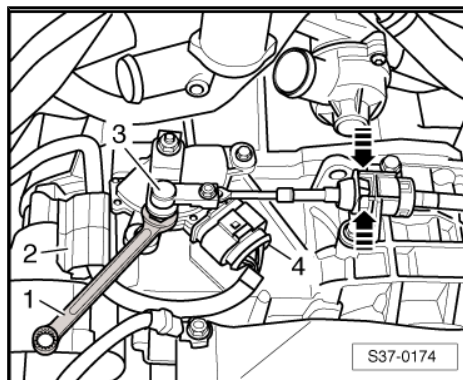


- ◆ Surface - T30099/1-
- ◆ Alignment rail - MP3-457/2 (VW 457)-
- ◆ Support device for engine - MP3-470 (3300A)-
- ◆ Hook - MP9-200/10-
- ◆ Engine/gearbox jack - V.A.G 1383A-
- ◆ Hose clamp - MP7-602 (3094)-
- ◆ Gearbox mount - 3282-
- ◆ Adjusting plate - 3282/36-
- ◆ Wedge - T10161-



Note

- ◆ *If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .*
- ◆ *All cable straps which are detached or cut open when removing, should be fitted on again in the same place when installing.*
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Shift selector lever into position "P".
- Remove engine cover ⇒ engine; Rep. gr. 10 .
- Remove air filter ⇒ Engine; Rep. gr. 24 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .
- Remove the cooling water tank cover ⇒ Body Work; Rep. gr. 66 .
- Lever off the selector lever control cable -3- from gearshift lever, e.g. using an open-end wrench -1-.
- Press together the catches at the cable support of the selector lever control cable -arrows- and pull out the selector lever control cable from the cable support/gearbox.
- Disconnect plug connection -4- and expose electrical cable at bracket -2-.
- Unscrew the cable support for the selector lever control cable from the gearbox.
- Unscrew earth strap -3-.
- Detach electrical cables -1- and -2- at starter and expose.
- Mark hoses of ATF radiator to ATF radiator, in order to prevent interchanging when installing.

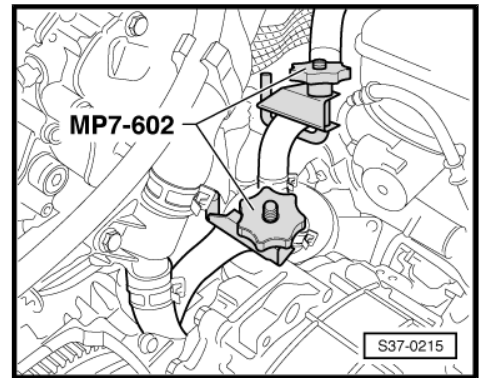


Note

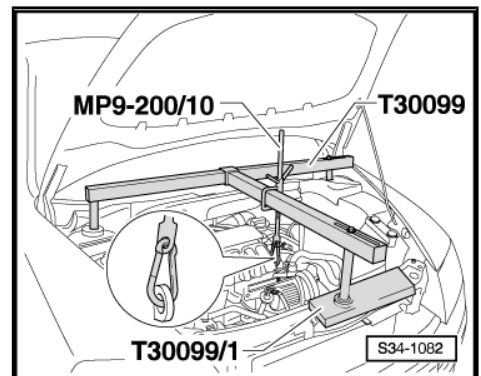
Depending on the as-built configuration a small plastic tube is located in the feed of the ATF radiator, which must be re-installed during installation.

- Clamp off the ATF-radiator hoses with hose clamps - MP7-602 (3094)- and remove from ATF-radiator.
- Seal the of the ATF radiator with a clean plug.
- Release all connecting screws of the engine/gearbox accessible from the top.

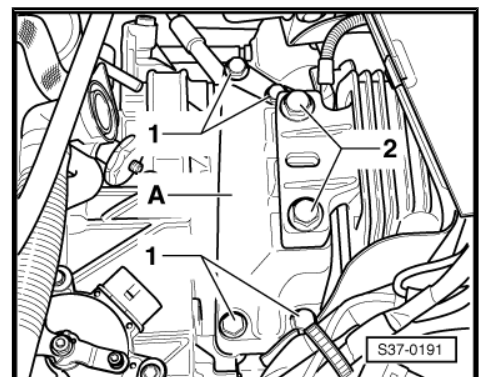
Installation positions: ⇒ ["3.3 Tightening torques"](#), page 134



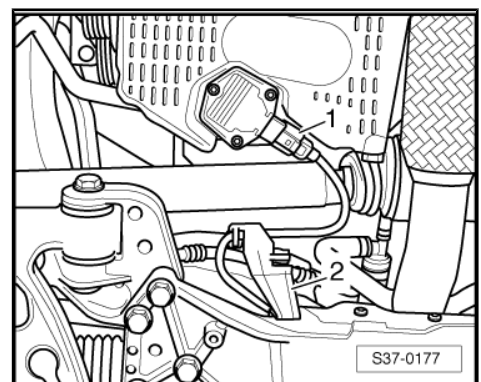
- Fit supporting device -T30099- .
- Remove the filling pieces from both upper edges of the wings.
- Tighten the holder - T10346- on the rear of the three location holes for the battery tray.
- To do so, use a collar screw M6 or one of the fixing screws for the battery tray.
- Position the supporting device - MP9-200 (10-222A)- behind the pressurized gas strut -A- for the front flap.
- The feet of the supporting device must be placed as shown in the illustration, behind the screws -arrow 1- and sideways up to the screw -arrow 2- on the frame side rails for wheel arches at the top.
- Connect the holder - T10346- with the supporting device .
- Hook the second spindle to the front left engine lifting eye.
- Take up the weight of the engine/gearbox unit at the spindles.



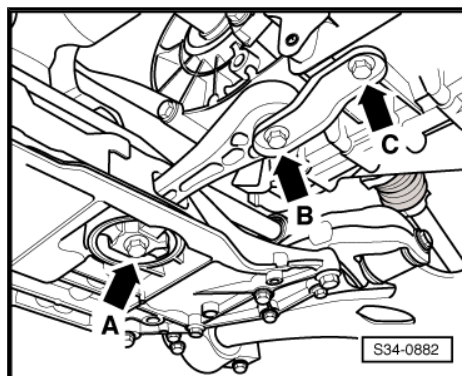
- Remove gearbox console -A-, to this end release screws -1- and -2-.
- Remove both front wheels.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove the bottom part of the front wheelhouse liner ⇒ Body Work; Rep. gr. 66 .



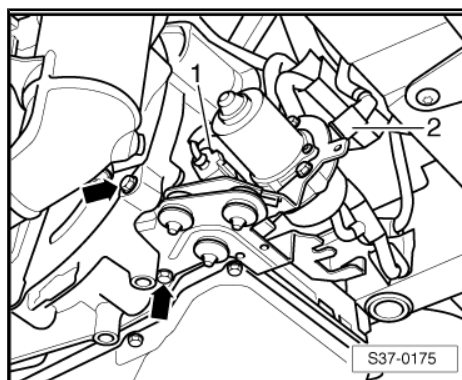
- Disconnect plug connection -1- at oil level and oil temperature sender - G266- .
- Unclip the mounting bracket -2- for the electrical cable to the oil level and oil temperature sender - G266- at the assembly bracket.



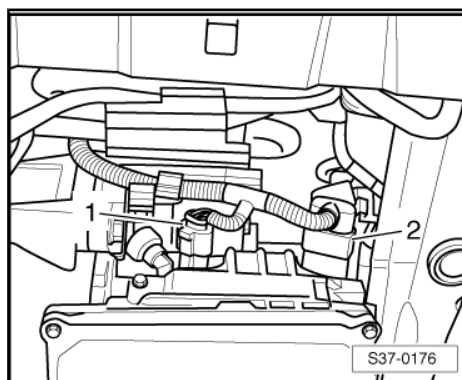
- Remove pendulum support -arrows A, B and C-



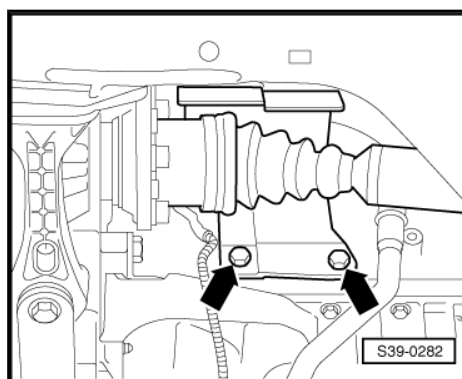
- Disconnect plug connection -1-
- Release vacuum hose -2-
- Release screws -arrows- and remove vacuum pump for brake servo unit.



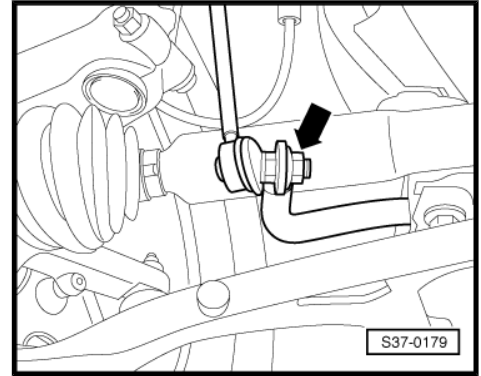
- Separate plug connections -1- and -2- at automatic gearbox.
- Unscrew bracket for electrical cables from the lower starter fixing screw/gearbox.
- Tie up bracket with the electrical cables to the front.
- Removing starter => Electrical System; Rep. gr. 27 .



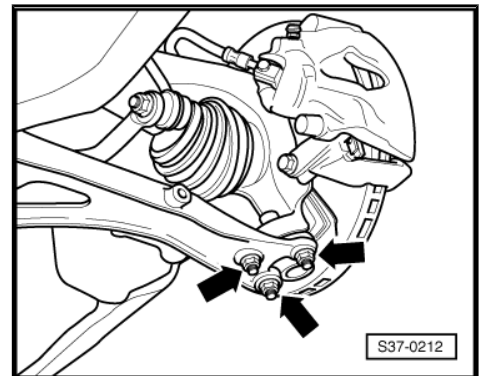
- Remove the protective cap for right drive shaft from the engine -arrows-
- Disconnect the pre-exhaust pipe from the exhaust manifold => Engine; Rep. gr. 26 .



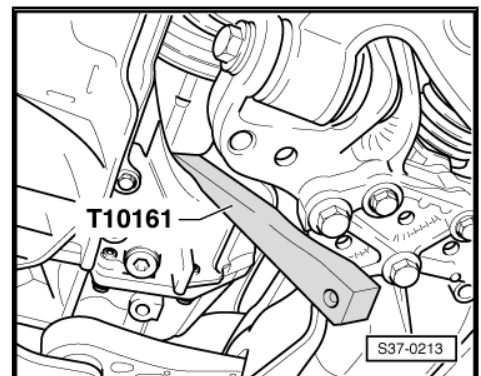
- Unscrew nut -arrow- on both vehicle sides and remove coupling rods from the anti-roll bar.



- Unscrew nuts -arrows- at left steering joint.
- Undo nuts from the holder of the front left vehicle level sender - G78- (when present on vehicle).
- Unhook suspension arm from track control arm.



- Swivel the spring unit outwards- while doing so, press the drive shaft out of the gearbox mounting by hitting on it with a plastic hammer on the wedge - T10161- .
- Tie up drive shaft.
- Repeat the same procedure on the opposite side of the vehicle as well.



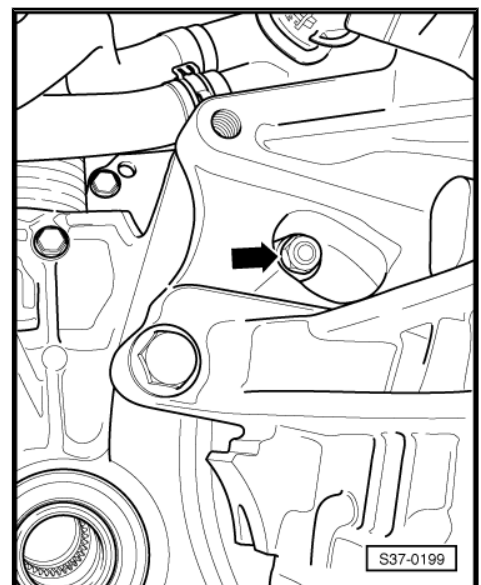
- Remove the cap from assembly opening for the converter nuts.
- Unscrew the 6 nuts -arrow- from the torque converter. To do so turn the crankshaft each time 60°.

i Note

If not all 6 nuts are unscrewed from the torque converter, the torque converter is pulled out when removing the gearbox from the engine!

- Lower the engine/gearbox assembly with the spindle approx. 50 mm.

Vehicles with aluminium assembly carrier





- Remove heat shield for the power-assisted steering control unit -J500- from the assembly carrier -arrows-.

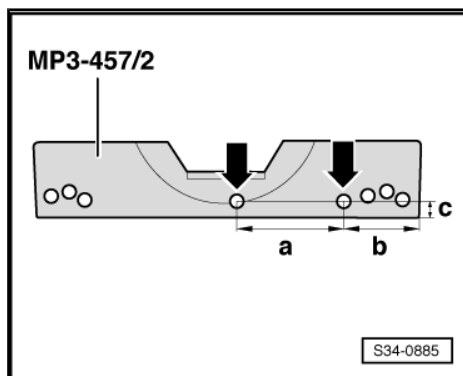
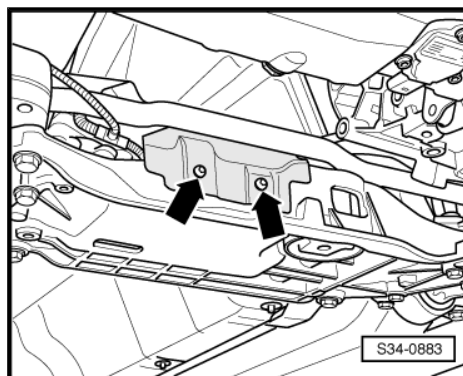


Note

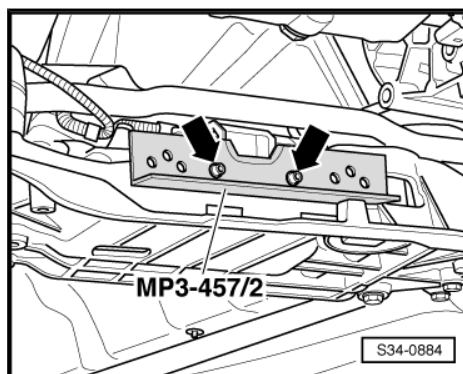
If required the alignment rail - MP3-457/2 (VW 457)- has to be adapted => [page 116](#) .

Adapt alignment rail - MP3-457/2 (VW 457)-

- Fit 2 holes -arrows- \varnothing 7 mm on the alignment rail - MP3-457/2 (VW 457)- .
- ◆ Dimension -a- = 70 mm
- ◆ Dimension -b- = 48 mm
- ◆ Dimension -c- = 11 mm



- Screw down alignment rail - MP3-457/2 (VW 457)- with bolts M6 x 20 -arrows- onto the assembly carrier.

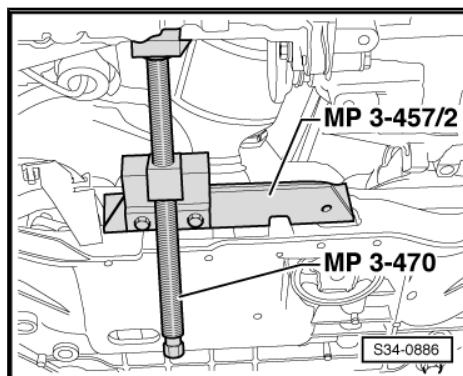


- Position the supporting device for engine - MP3-470 (3300A)- onto the alignment rail - MP3-457/2 (VW 457)- .
- Carefully press the engine/gearbox forwards via the spindle of the supporting device for engine - MP3-470 (3300A)-

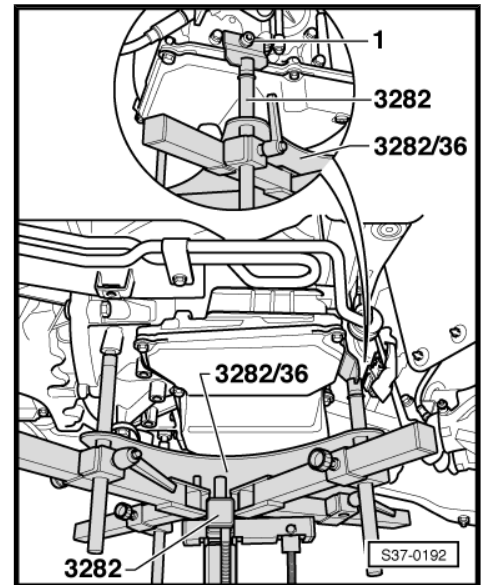


Note

Observe all cables when displacing the engine/gearbox unit.

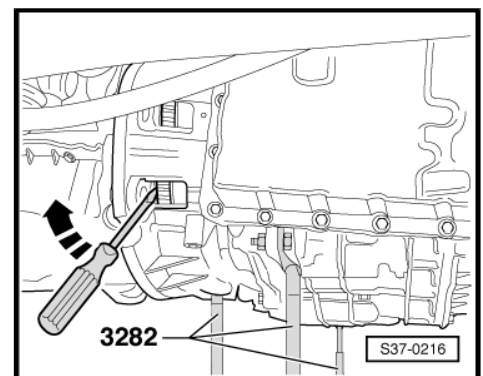


- Mount engine/gearbox jack - 3282- onto engine/gearbox mount - V.A.G 1383A- .
- Position adjusting plate - 3282/36- onto the gearbox mount - 3282- (adjusting plate fits in only one position).
- Align arms of the gearbox mount with the holes in the adjusting plate.
- Screw in the mounting elements as shown on the adjusting plate.
- Position engine/gearbox jack - V.A.G 1383A- below vehicle, arrow symbol on adjusting plate points in the direction of travel.
- Align the adjusting plate parallel to the gearbox.
- Secure the gearbox on the gearbox support - 3282- using screw -1-.
- Support gearbox by raising the gearbox mount.
- Unscrew the remaining connecting screws of the engine/gearbox.



Installation positions: ⇒ [“3.3 Tightening torques”](#), page 134 .

- Push gearbox off engine, simultaneously press off the torque converter from the driver disc.
- Push torque converter against the ATF-pump -arrow-.
- Carefully swivel gearbox towards the assembly carrier.
- Carefully lower the gearbox and guide past the assembly carrier downwards.
- Change the gearbox position at the spindles of the gearbox mount - 3282- when lowering.
- Secure torque converter against dropping out.



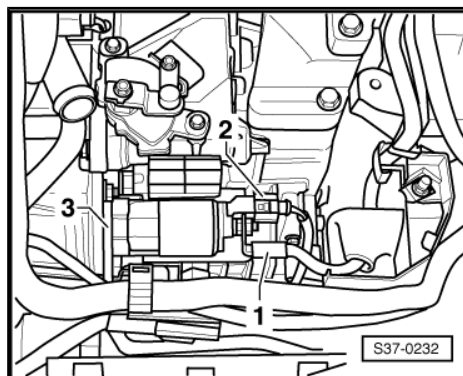
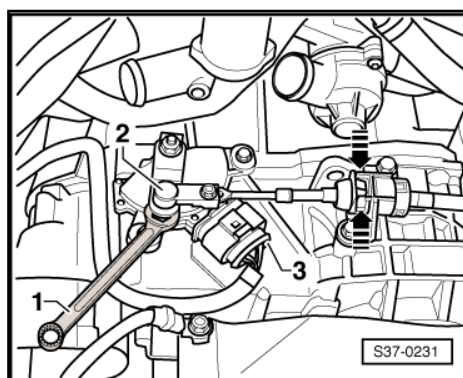
3.1.3 Removing gearbox Fabia II, Roomster, Rapid

Special tools and workshop equipment required

- ◆ Supporting device - MP9-200 (10-222A)-
- ◆ Hook - MP9-200/10-
- ◆ Engine/gearbox jack - V.A.G 1383A-
- ◆ Hose clamp - MP7-602 (3094)-
- ◆ Gearbox mount - 3282-
- ◆ Adjusting plate - 3282/36-
- ◆ Wedge - T10161-
- Shift selector lever into position “P”.
- Remove engine cover.


Note

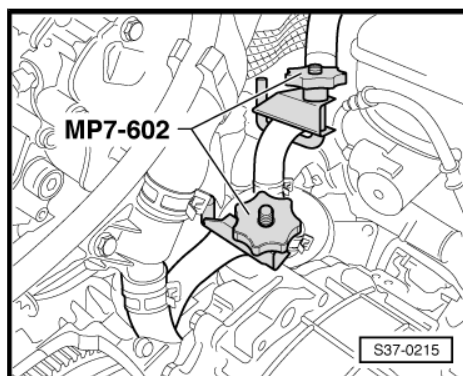
- ◆ *If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .*
- ◆ *All cable straps which are detached or cut open when removing, should be fitted on again in the same place when installing.*
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Disconnect plug from automatic gearbox control unit -J217- .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .
- Remove intake hose ⇒ Engine; Rep. gr. 24 .
- Lever off the selector lever control cable -2- from gearshift lever e.g. using an open-end wrench -1-.
- Press together the catches at the cable support of the selector lever control cable -arrows- and pull out the selector lever control cable from the cable support/gearbox.
- Unplug connector -3-.
- Unscrew the cable support for the selector lever control cable from the gearbox.
- Unscrew earth strap -3-.
- Detach cables -1- and -2- at starter and expose.
- Mark hoses of ATF radiator to ATF radiator, in order to prevent interchanging when installing.


Note

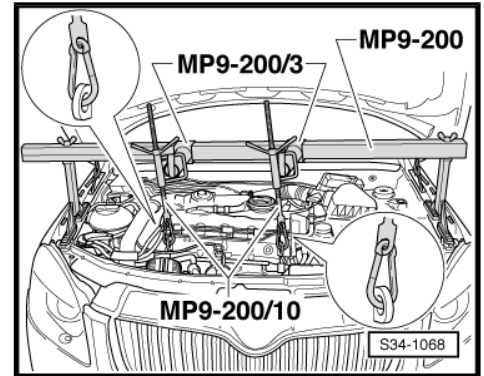
Depending on the as-built configuration a small plastic tube is located in the feed of the ATF radiator, which must be re-installed during installation.

- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Clamp off the ATF-radiator hoses with hose clamps - MP7-602 (3094)- and remove from ATF-radiator.
- Close ATF-radiator with a clean plug.
- Release all connecting screws of the engine/gearbox accessible from the top.

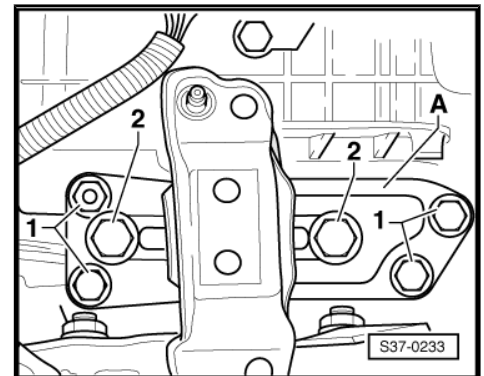
Installation positions: ⇒ ["3.3 Tightening torques", page 134](#) .



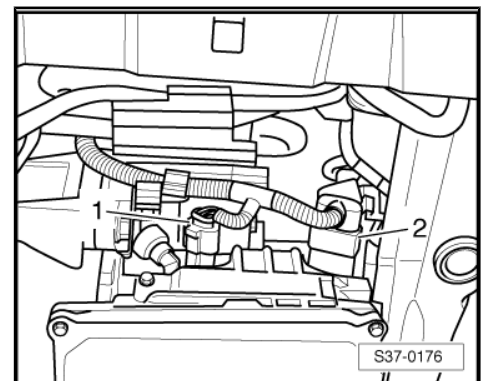
- Fit supporting device - MP9-200 (10-222A)- .
- Take up the weight of the engine/gearbox unit at the spindles.



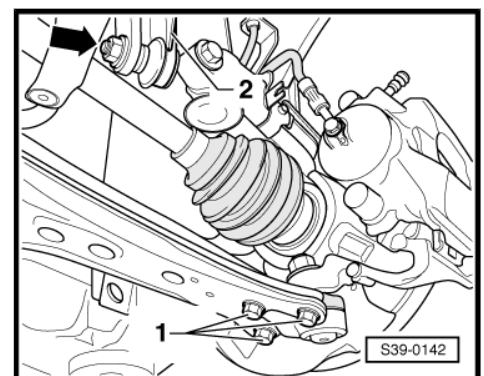
- Remove gearbox console -A-, to this end release screws -1- and -2-.
- Remove both front wheels.
- Remove the front left wheelhouse liner ⇒ Body Work; Rep. gr. 66 .



- Separate plug connections -1- and -2- at automatic gearbox.
- Unscrew bracket for electrical cables from the gearbox.
- Tie up bracket with the electrical cables to the front.
- Removing starter ⇒ Electrical System; Rep. gr. 27 .
- Remove pre-exhaust pipe ⇒ Engine; Rep. gr. 26 .

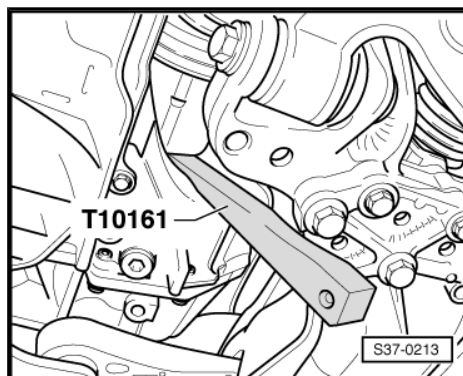


- Unscrew bolts -1-.
- Unbolt coupling rod -2- -arrow-.

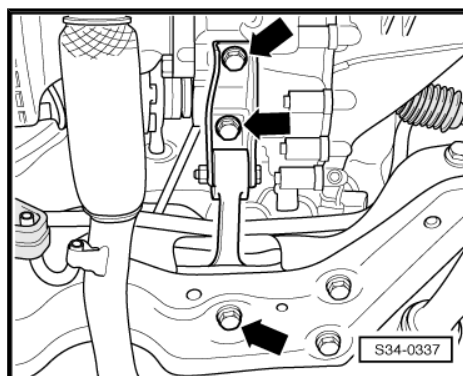




- Swivel the spring unit outwards- while doing so, press the drive shaft out of the gearbox mounting by hitting on it with a plastic hammer on the wedge - T10161- .
- Repeat procedure on the opposite side of the vehicle.
- Swivel out the wheel-bearing housing while guiding the drive shaft into the wheelhouse and secure to the suspension strut with e.g. wire.
- Tie up the right drive shaft as far as possible. Avoid damaging the paintwork on the drive shaft during this operation.



- Unbolt the pendulum support -arrows-.

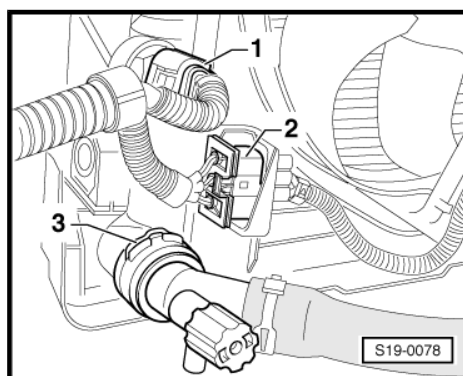


- Disconnect plug connection -2-.

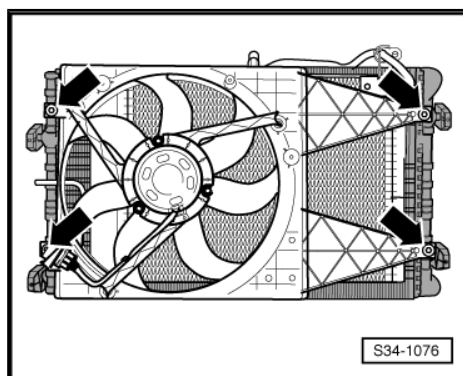


Note

Unscrew bracket for AC pipe (if present) from the fan shroud.



- Screw out screws -arrows- and take out fan shroud downwards.

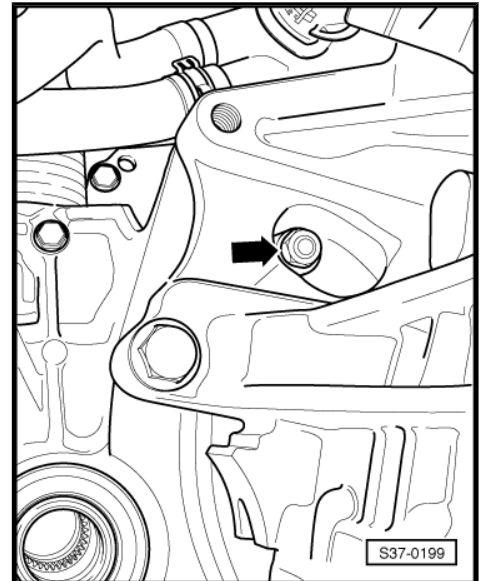


- Remove the cap from the opening for the converter nuts.
- Unscrew the 6 nuts -arrow- from the torque converter. To do so turn the crankshaft each time 60°.

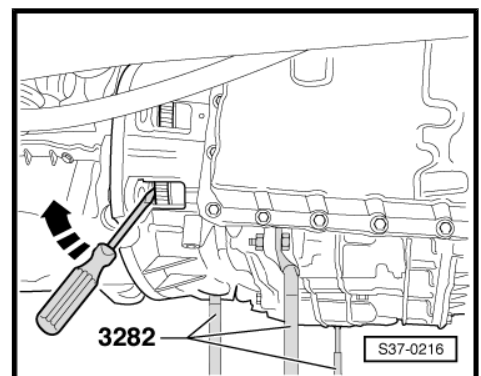
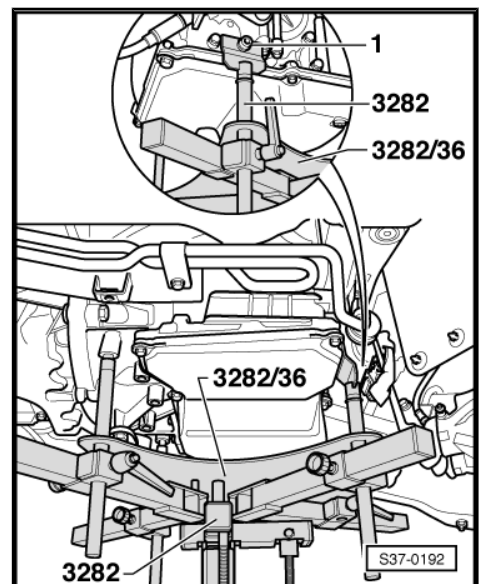
i Note

If not all 6 nuts are unscrewed from the torque converter, the torque converter is pulled out when removing the gearbox from the engine!

- Lower the engine/gearbox assembly with the spindle approx. 50 mm.



- Mount engine/gearbox jack - 3282- onto engine/gearbox mount - V.A.G 1383 A- .
- Position adjusting plate - 3282/36- onto the gearbox mount - 3282- (adjusting plate fits in only one position).
- Align arms of the gearbox mount with the holes in the adjusting plate.
- Screw in the mounting elements as shown on the adjusting plate.
- Position engine/gearbox jack - V.A.G 1383 A- below vehicle, arrow symbol on adjusting plate points in the direction of travel.
- Align the adjusting plate parallel to the gearbox.
- Secure the gearbox on the gearbox support - 3282- using screw -1-.
- Position gearbox by lifting the gearbox mount from the bottom.
- Unscrew the remaining connecting screws of the engine/gearbox.
- Push gearbox off engine, simultaneously press off the torque converter from the driver disc.
- Push torque converter against the ATF-pump -arrow-.
- Carefully swivel gearbox towards the assembly carrier.
- Carefully lower the gearbox and guide past the assembly carrier downwards.
- Change the gearbox position at the spindles of the gearbox mount - 3282- when lowering.
- Secure torque converter against dropping out.



3.1.4 Removing gearbox Octavia III

Special tools and workshop equipment required

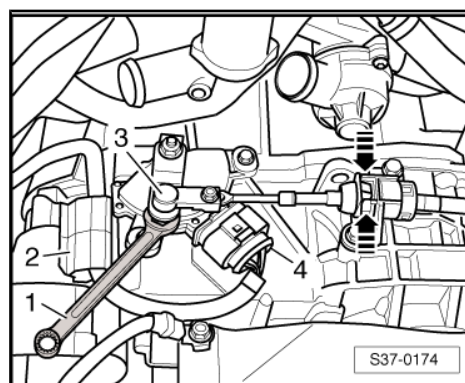
- ◆ Supporting device - T30099- with -10-222A/31-
- ◆ Supporting device - T40091/3-

- ◆ Hook - MP9-200/10-
- ◆ Adapter - MP9-200/18-
- ◆ Surface - T30119-
- ◆ Engine and gearbox jack - V.A.G 1383A-
- ◆ Hose clamp - MP7-602 (3094)-
- ◆ Gearbox mount - 3282-
- ◆ Bolt - VAS 3282/29-
- ◆ Wedge - T10161-
- ◆ Screw plug set for engine , e.g. -VAS 6122-
- ◆ Pliers for spring strap clamps



Note

- ◆ *If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .*
- ◆ *All cable straps which are detached or cut open when removing, should be fitted on again in the same place when installing.*
- Shift selector lever into position "P".
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Remove engine cover ⇒ engine; Rep. gr. 10 .
- Remove air filter ⇒ Engine; Rep. gr. 24 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .
- Lever off the selector lever control cable -3- from gearshift lever, e.g. using an open-end wrench -1-.
- Disconnect plug connection -4- and expose electrical cable at bracket -2-.

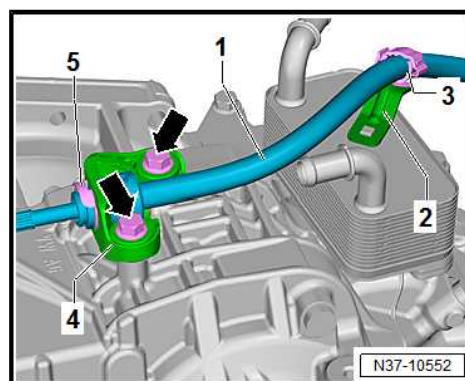


- Unlock the quick-release lock -3- at the mounting bracket -2- and unhook the selector lever control cable -1-.
- Unscrew the screws -arrows-, remove the support for the selector lever control cable -4- and place it to one side.



Note

- ◆ *Do not remove the circlip -5-.*
- ◆ *Do not bend or buckle the selector lever control cable.*

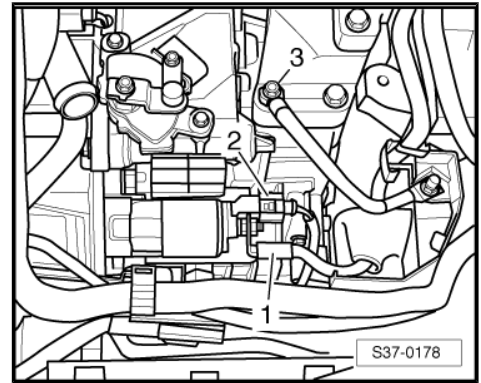


- Unscrew earth strap -3-.
- Detach electrical cables -1- and -2- at starter and expose.
- Mark hoses of ATF radiator to ATF radiator, in order to prevent interchanging when installing.



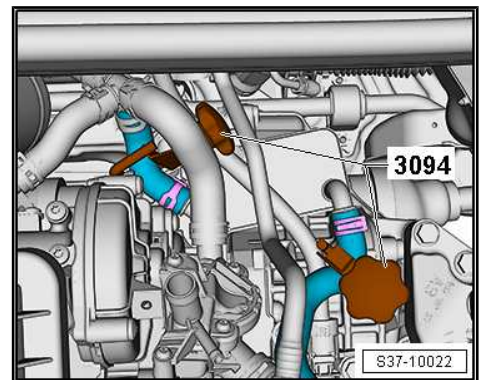
Caution

- ◆ *When the engine is warm, the cooling system is under overpressure.*
- ◆ *Before removing the coolant hoses, cover the cap of the coolant expansion tank with a cloth and open it carefully.*

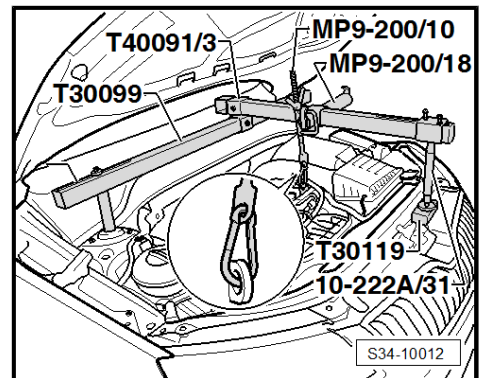


- Seal the hoses of the ATF radiator with hose clamps - MP7-602 (3094)- .
- Remove hoses from the ATF radiator.
- Seal support of ATF radiator and coolant hoses with suitable stops from the screw plug set for engine , e. g. -VAS 6122- .
- Release all connecting screws of the engine/gearbox accessible from the top.

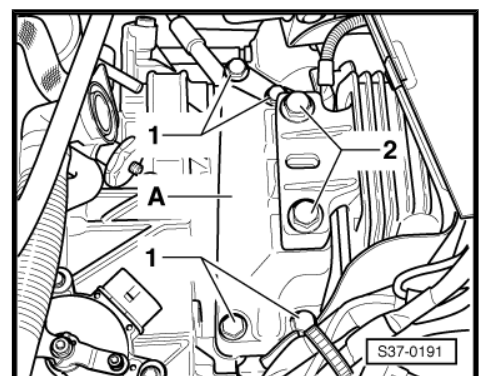
Installation positions: ⇒ ["3.3 Tightening torques"](#) , page 134 .



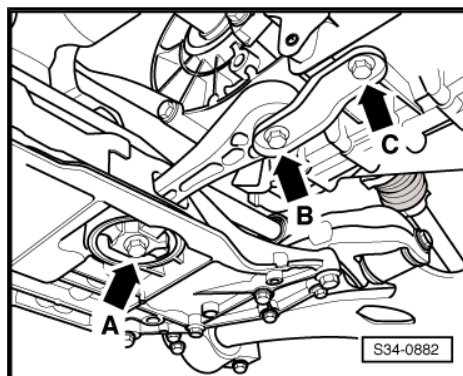
- Mount the supporting device - T30099- with base as shown.
- Take up the weight of the engine/gearbox unit at the spindles.



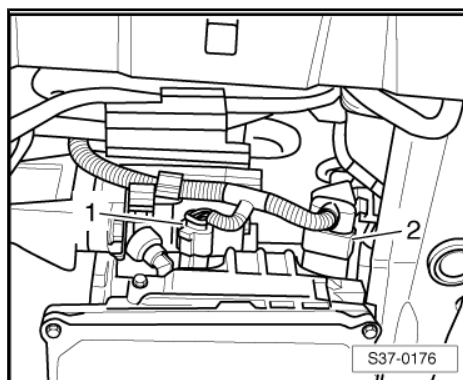
- Remove gearbox console -A-, to this end release screws -1- and -2-.
- Remove both front wheels.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove the front wheelhouse liners ⇒ Body Work; Rep. gr. 66 .



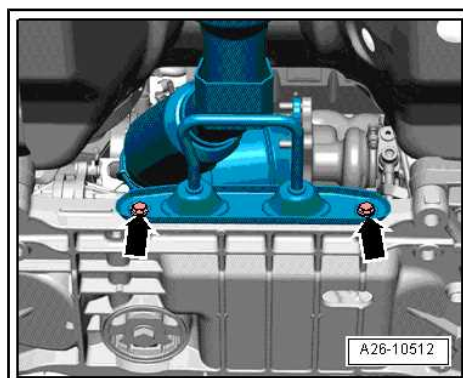
- Remove pendulum support -arrows A, B and C-



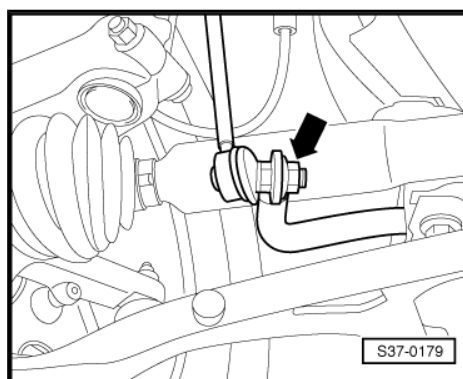
- Separate plug connections -1- and -2- at automatic gearbox.
- Unscrew bracket for electrical cables from the lower starter fixing screw/gearbox.
- Tie up bracket with the electrical cables to the front.
- Removing starter => Electrical System; Rep. gr. 27 .



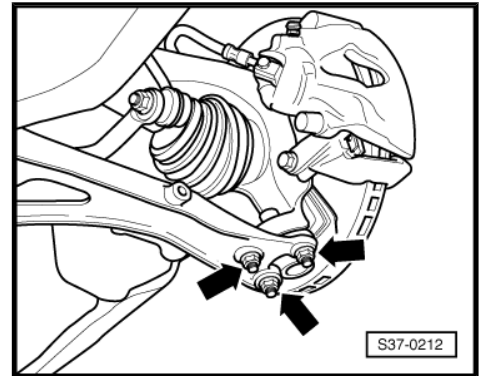
- Release screws -arrows- at holder for pre-exhaust pipe.
- Disconnect the pre-exhaust pipe from the exhaust manifold => Engine; Rep. gr. 26 .



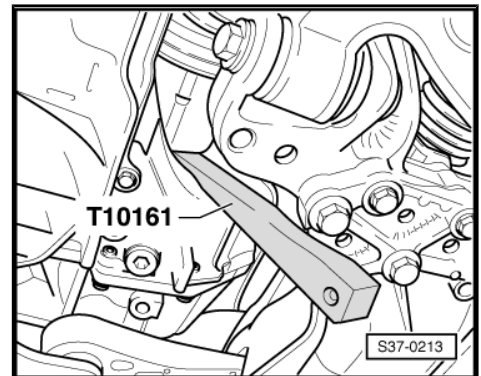
- Unscrew nut -arrow- on both vehicle sides and remove coupling rods from the anti-roll bar.




- Unscrew nuts -arrows- at left steering joint.
- Undo nuts from the holder of the front left vehicle level sender - G78- (when present on vehicle).
- Unhook the track control arm out of the steering joint.



- Swivel the spring unit outwards- while doing so, press the drive shaft out of the gearbox mounting by hitting on it with a plastic hammer on the wedge - T10161- .
- Tie up drive shaft.
- Repeat the same procedure on the opposite side of the vehicle as well.

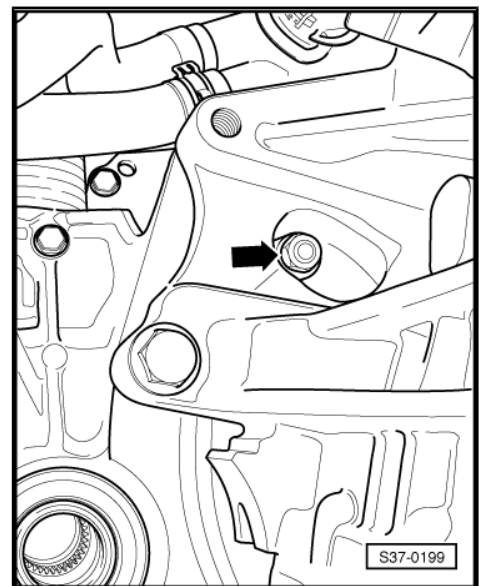


- Remove the cap - where present - from assembly opening for the converter nuts.
- Unscrew the 3 nuts -arrow- from the torque converter. To do so turn the crankshaft each time 120°.

 **Caution**

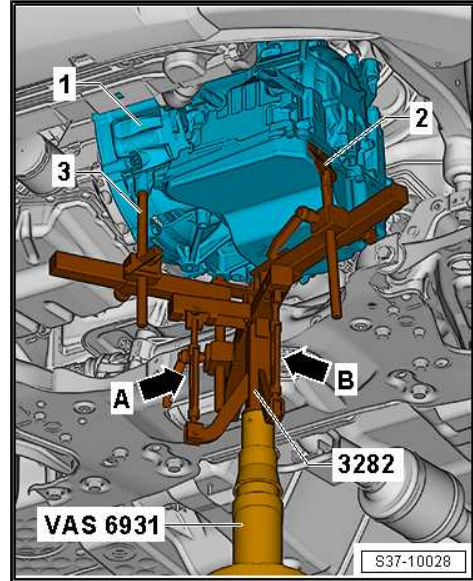
If not all 3 nuts are unscrewed from the torque converter, the torque converter is pulled out when removing the gearbox from the engine!

- Lower the engine/gearbox assembly with the spindle approx. 50 mm.
- Position gearbox mount - 3282- on the engine/gearbox jack - V.A.G 1383A- .



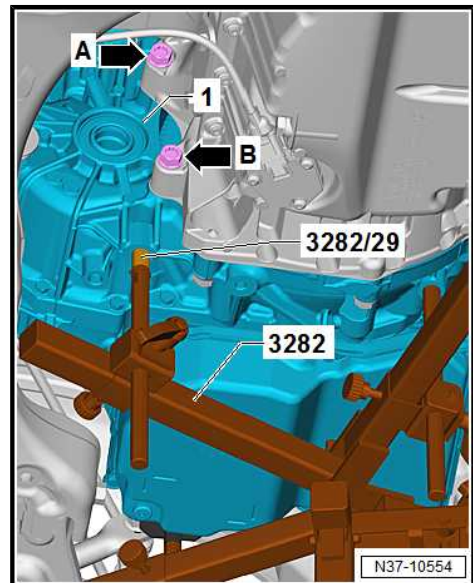


- Install the gearbox mount - 3282- as follows:
- Move the engine/gearbox jack - V.A.G 1383A- with gearbox mount - 3282- underneath the gearbox-1-.
- Set the engine/gearbox jack - V.A.G 1383A- with gearbox mount - 3282- in such a way that the spindles -A- and -B- face ahead in the driving direction.
- Insert the support -2- into the groove of the oil sump all the way around as shown.
- Lock the bolts -3- into the countersink on the gearbox, front right.



- Screw in the support with bolts - VAS 3282/29- into the rear bore for pendulum support at the gearbox -1-.
- Support the gearbox by carefully raising the engine/gearbox jack - V.A.G 1383A- .
- Remove the connecting screws for the engine/gearbox -A-, -B- and then all the remaining connecting screws.

Installation positions of the engine/gearbox screws
⇒ ["3.3 Tightening torques"](#), page 134 .



Caution

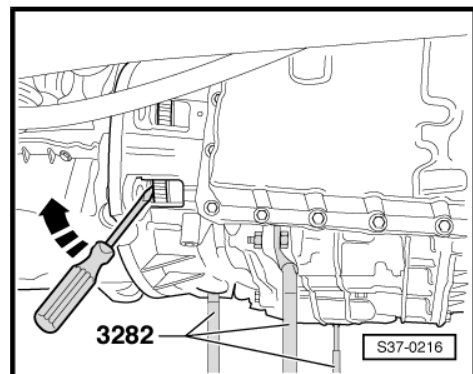
*When removing the gearbox, pay attention to the torque converter.
Prevent it from falling out.*

- Push gearbox off engine, simultaneously press the torque converter against the ATF pump -arrow-.
- Carefully lower the gearbox and guide past the assembly carrier downwards.



Note

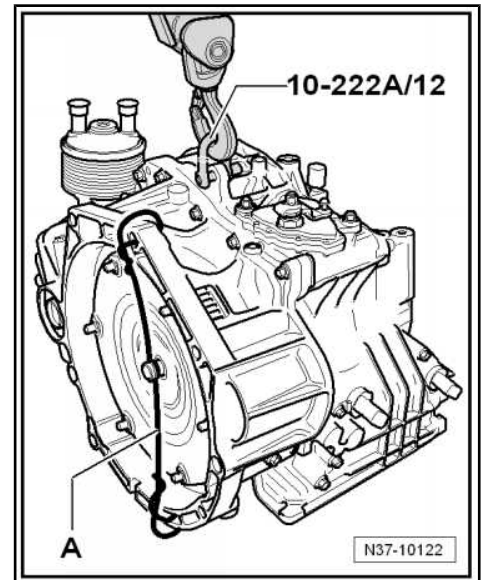
Change the gearbox position at the spindles of the gearbox mount - 3282- when lowering.



- Prevent the torque converter from falling off, e.g. using a wire -A-.

i Note

The depiction of the torque converter and gearbox may vary.



3.1.5 Removing gearbox (Yeti)

Special tools and workshop equipment required

- ◆ Supporting device - T30099- with -10-222A/31-
- ◆ Supporting device - T40091/3-
- ◆ Hook - MP9-200/10-
- ◆ Adapter - MP9-200/18-
- ◆ Surface - T30119-
- ◆ Engine and gearbox jack - V.A.G 1383A-
- ◆ Hose clamp - MP7-602 (3094)-
- ◆ Gearbox mount - 3282-
- ◆ Bolt - VAS 3282/29-
- ◆ Wedge - T10161-
- ◆ Screw plug set for engine , e.g. -VAS 6122-
- ◆ Pliers for spring strap clamps

i Note

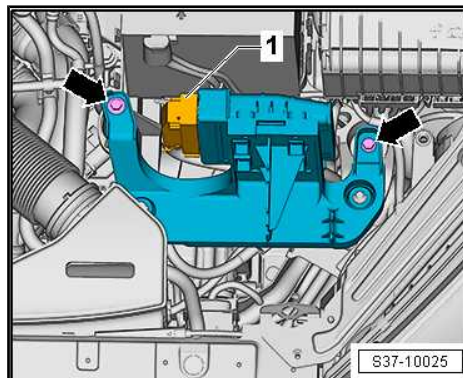
- ◆ *If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .*
- ◆ *All cable straps which are detached or cut open when removing, should be fitted on again in the same place when installing.*
- Shift selector lever into position "P".
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Remove air filter ⇒ Engine; Rep. gr. 24 .



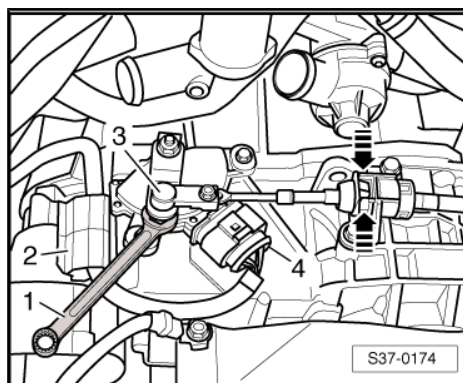
Caution

Touch an earthed object before working on the electrical components. Do not grab directly at the plug contacts or electronic components.

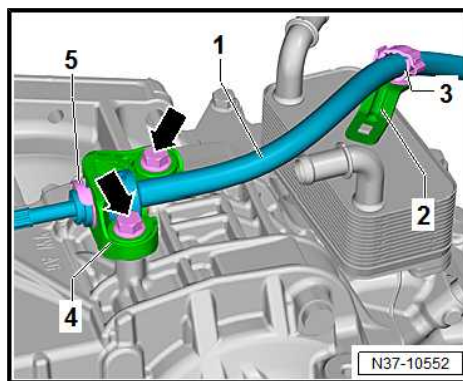
- Unlock the plug connection -1- and pull out.
- Unscrew screws -arrow-.
- Undo the mounting bracket with the automatic gearbox control unit - J217- from the bearing and remove it upwards and out.
- Remove battery and battery tray => Electrical System; Rep. gr. 27 .



- Lever off the selector lever control cable -3- from gearshift lever, e.g. using an open-end wrench -1-.
- Disconnect plug connection -4- and expose electrical cable at bracket -2-.



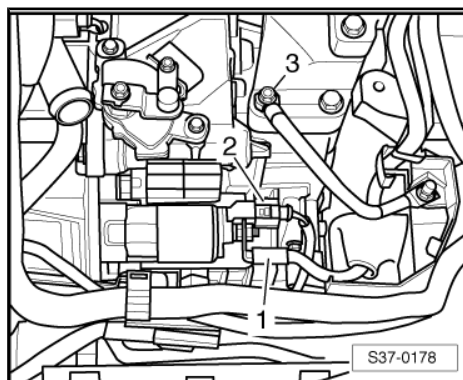
- Unlock the quick-release lock -3- at the mounting bracket -2- and unhook the selector lever control cable -1-.
- Unscrew the screws -arrows-, remove the support for the selector lever control cable -4- and place it to one side.



Note

- ◆ Do not remove the circlip -5-.
- ◆ Do not bend or buckle the selector lever control cable.

- Unscrew earth strap -3-.
- Detach electrical cables -1- and -2- at starter and expose.
- Mark coolant hoses of ATF radiator in order to prevent interchanging when installing.

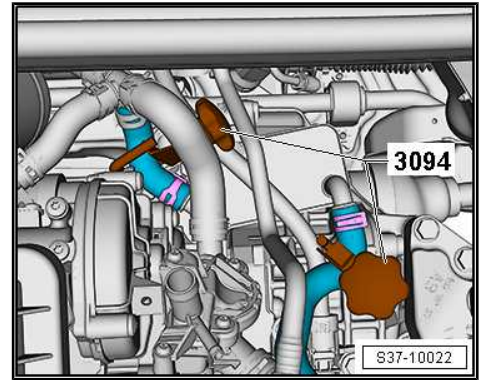


Caution

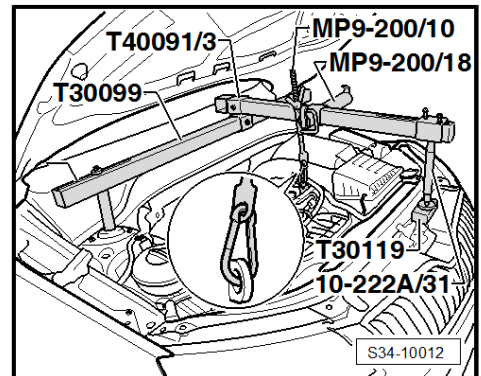
- ◆ *When the engine is warm, the cooling system is under overpressure.*
- ◆ *Before removing the coolant hoses, cover the cap of the coolant expansion tank with a cloth and open it carefully.*

- Seal the hoses of the ATF radiator with hose clamps - MP7-602 (3094)- .
- Remove hoses from the ATF radiator.
- Seal support of ATF radiator and coolant hoses with suitable stops from the screw plug set for engine , e. g. -VAS 6122- .
- Release all connecting screws of the engine/gearbox accessible from the top.

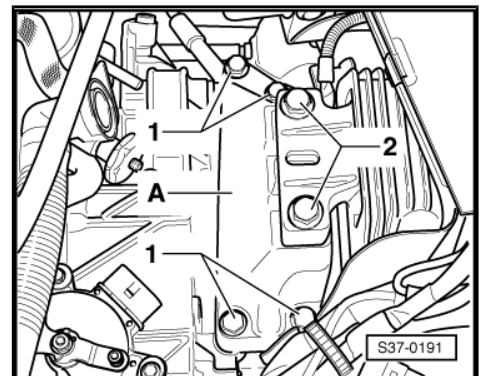
Installation positions: => ["3.3 Tightening torques "](#), page 134 .



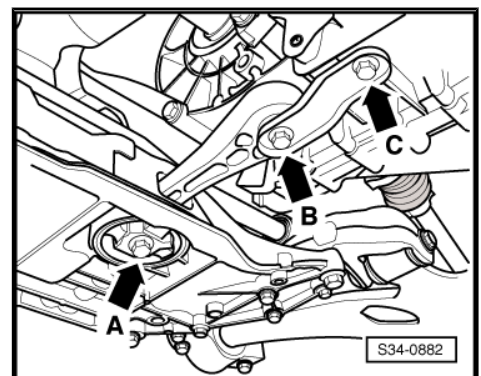
- Mount the supporting device - T30099- with base as shown.
- Take up the weight of the engine/gearbox unit at the spindles.



- Remove gearbox console -A-, to this end release screws -1- and -2-.
- Remove both front wheels.
- Remove the sound dampening system => Body Work; Rep. gr. 50 .
- Remove the front wheelhouse liners => Body Work; Rep. gr. 66 .

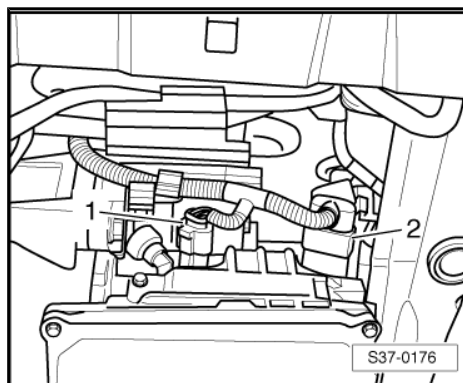


- Remove pendulum support -arrows A, B and C-.

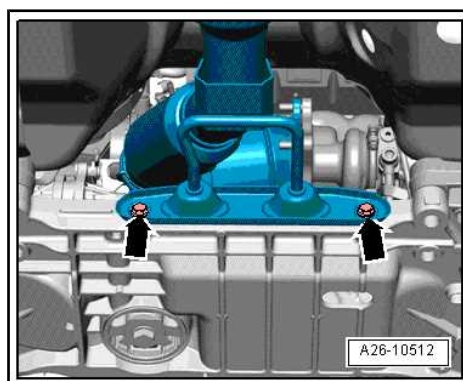




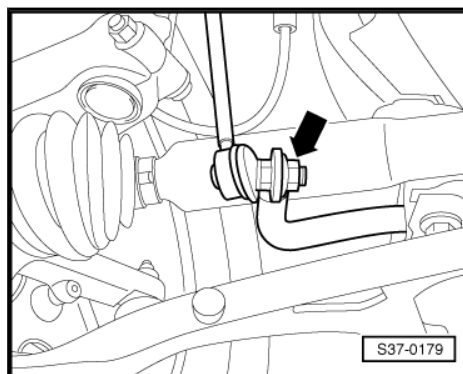
- Separate plug connections -1- and -2- at automatic gearbox.
- Unscrew bracket for electrical cables from the lower starter fixing screw/gearbox.
- Tie up bracket with the electrical cables to the front.
- Removing starter ⇒ Electrical System; Rep. gr. 27 .



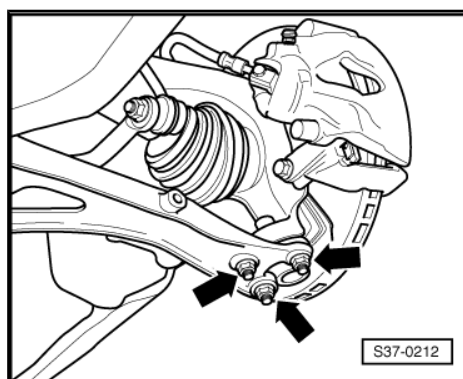
- Release screws -arrows- at holder for pre-exhaust pipe.
- Disconnect the pre-exhaust pipe from the exhaust manifold ⇒ Engine; Rep. gr. 26 .



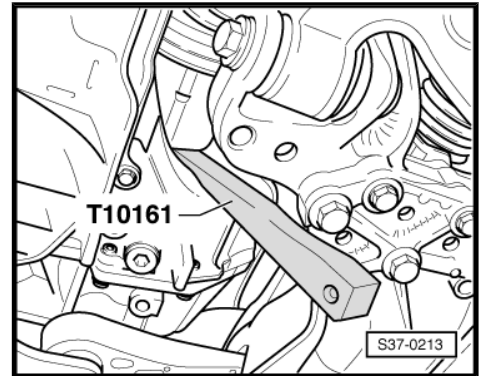
- Unscrew nut -arrow- on both vehicle sides and remove coupling rods from the anti-roll bar.



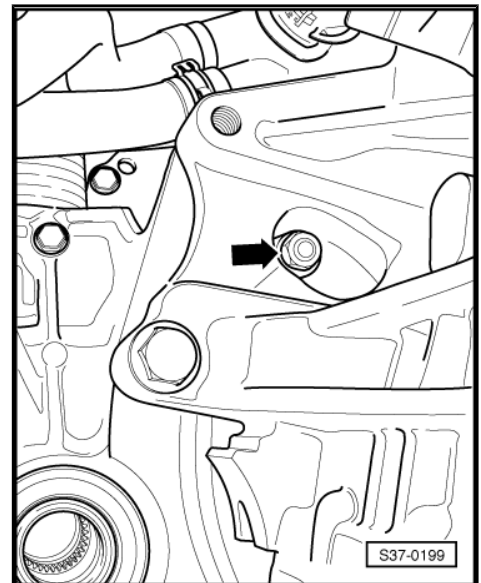
- Unscrew nuts -arrows- at left steering joint.
- Undo nuts from the holder of the front left vehicle level sender - G78- (when present on vehicle).
- Unhook the track control arm out of the steering joint.




- Swivel the spring unit outwards- while doing so, press the drive shaft out of the gearbox mounting by hitting on it with a plastic hammer on the wedge - T10161- .
- Tie up drive shaft.
- Repeat the same procedure on the opposite side of the vehicle as well.



- Remove the cap - where present - from assembly opening for the converter nuts.
- Unscrew the 3 nuts -arrow- from the torque converter. To do so turn the crankshaft each time 120°.



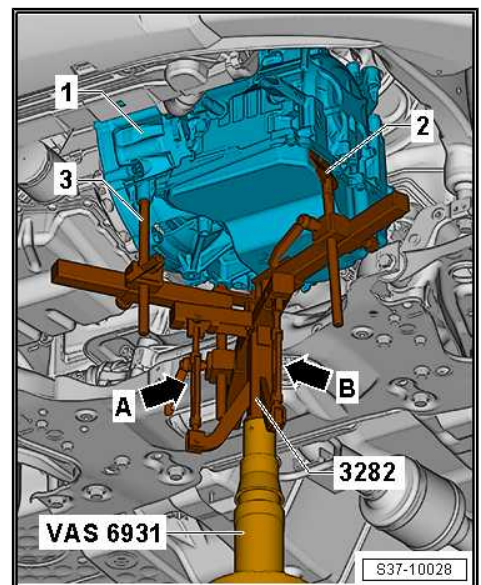


Caution

If not all 3 nuts are unscrewed from the torque converter, the torque converter is pulled out when removing the gearbox from the engine!

- Lower the engine/gearbox assembly with the spindle approx. 50 mm.
- Position gearbox mount - 3282- on the engine/gearbox jack - V.A.G 1383A- .

- Install the gearbox mount - 3282- as follows:
 - Move the engine/gearbox jack - V.A.G 1383A- with gearbox mount - 3282- underneath the gearbox-1-.
 - Set the engine/gearbox jack - V.A.G 1383A- with gearbox mount - 3282- in such a way that the spindles -A- and -B- face ahead in the driving direction.
 - Insert the support -2- into the groove of the oil sump all the way around as shown.
 - Lock the bolts -3- into the countersink on the gearbox, front right.



- Screw in the support with bolts - VAS 3282/29- into the rear bore for pendulum support at the gearbox -1-.
- Support the gearbox by carefully raising the engine/gearbox jack - V.A.G 1383A- .
- Remove the connecting screws for the engine/gearbox -A-,B- and then all the remaining connecting screws.

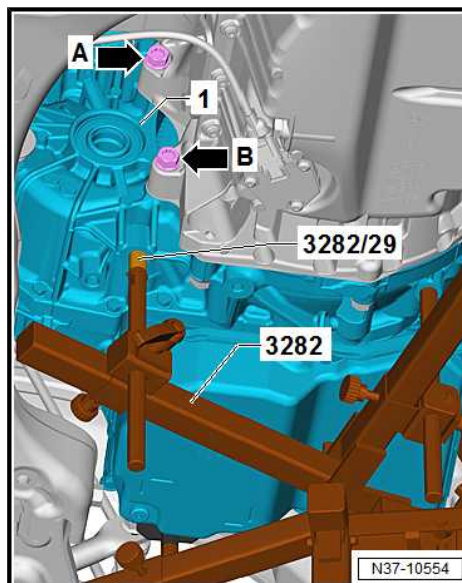
Installation positions of the engine/gearbox screws
⇒ ["3.3 Tightening torques", page 134](#) .



Caution

When removing the gearbox, pay attention to the torque converter.

Prevent it from falling out.

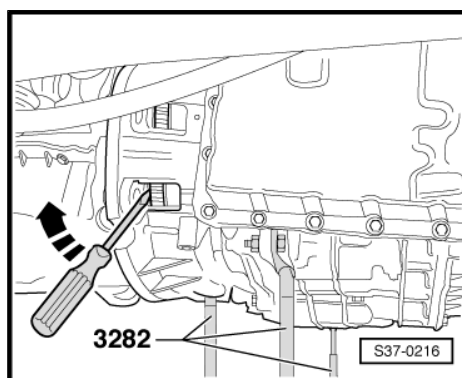


- Push gearbox off engine, simultaneously press the torque converter against the ATF pump -arrow-.
- Carefully lower the gearbox and guide past the assembly carrier downwards.



Note

Change the gearbox position at the spindles of the gearbox mount - 3282- when lowering.

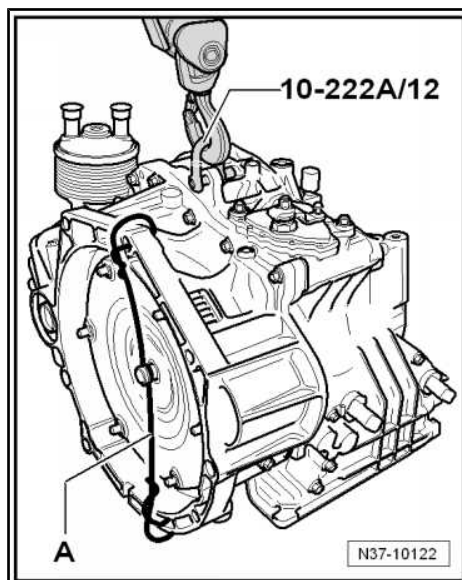


- Prevent the torque converter from falling off, e.g. using a wire -A-.



Note

The depiction of the torque converter and gearbox may vary.



3.2 Installing the gearbox

Installation is carried out in the reverse order. Pay attention to the following:



Note

- ◆ *Replace the self-locking nuts and screws when undertaking assembly work.*
- ◆ *Replace screws which have been tightened to a torquing angle as well as gasket rings and seals.*
- ◆ *Check whether the dowel sleeves for centering the gearbox are present in the cylinder block, insert if necessary.*
- ◆ *Secure all hose connections with hose clamps which comply with the series design ⇒ [Electronic Catalogue of Original Parts](#) .*
- ◆ *All cable straps which are detached or cut open when removing, should be fitted on again in the same place when installing.*
- ◆ *Before installing the gearbox one should ensure that the torque converter is correctly installed in the gearbox ⇒ ["1.4 Installing the torque converter", page 18](#) .*
- ◆ *If the battery earth strap is disconnected and connected, carry out additional operations ⇒ [Electrical System; Rep. gr. 27](#) .*



Caution

If the converter is installed wrongly the driver of the torque converter or the ATF pump will be destroyed when the gearbox on the engine is connected at its flange.

- Inspect ATF level, if necessary top up with ATF ⇒ ["4 ATF", page 147](#) .
- Inspect setting of selector lever control cable and adjust if necessary ⇒ ["2.3 Inspecting and adjusting the selector lever control cable", page 55](#) .
- Check coolant level in the cooling system ⇒ [Engine; Rep. gr. 19](#) .

3.3 Tightening torques

⇒ [“3.3.1 Tightening torques Octavia II”, page 134](#)

⇒ [“3.3.2 Tightening torques Superb II”, page 136](#)

⇒ [“3.3.3 Tightening torques Fabia II”, page 137](#)

⇒ [“3.3.4 Tightening torques Roomster”, page 139](#)

⇒ [“3.3.5 Tightening torques Rapid”, page 140](#)

⇒ [“3.3.6 Tightening torques Rapid Indie”, page 142](#)

⇒ [“3.3.7 Tightening torques Octavia III”, page 143](#)

⇒ [“3.3.8 Tightening torques Yeti”, page 144](#)

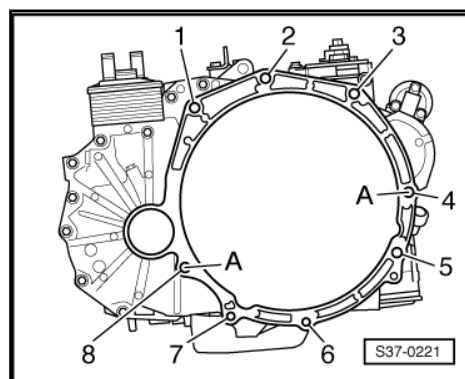
3.3.1 Tightening torques Octavia II

Vehicles with 1.6 ltr./75 kW engine

Gearbox to engine

Pos.	Screw	Piece	Nm
1	M12 x 55	1	80
2	M12 x 55	1	80
3 ¹⁾	M12 x 155 + M8 x 16	1	80
4 ¹⁾	M12 x 165 + M8 x 16	1	80
5	M10 x 65	1	40
6	M10 x 55	1	40
7	M10 x 55	1	40
8	M12 x 100	1	80
A	Dowel sleeves		

1) Screw with threaded pin M8. This screw also fastens the starter.

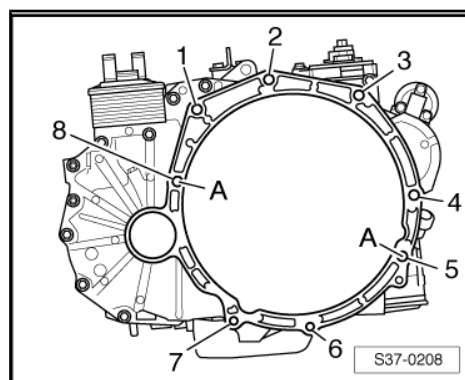


Vehicles with 1.6 l/85 kW FSI engine

Gearbox to engine

Pos.	Screw	Piece	Nm
1	M12 x 55	1	80
2	M12 x 55	1	80
3	M12 x 55	1	80
4 ¹⁾	M12 x 165 + M8 x 16	1	80
5	M12 x 80	1	80
6	M10 x 50	1	40
7	M10 x 50	1	40
8	M12 x 80	1	80
A	Dowel sleeves		

1) Screw with threaded pin M8. This screw also fastens the starter.



Note

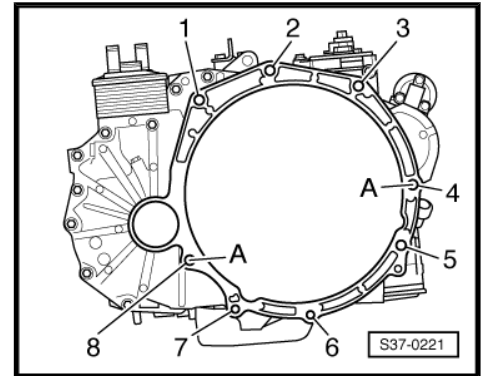
The second fixing screw for starter on gearbox (M12 x 55 + M8 x 10, tightening torque 80 Nm) is not shown in this illustration.

Vehicles with 2.0 l/110 kW FSI engine

Gearbox to engine

Pos.	Screw	Piece	Nm
1	M12 x 55	1	80
2	M12 x 55	1	80
3 ¹⁾	M12 x 155 + M8 x 16	1	80
4 ¹⁾	M12 x 165 + M8 x 16	1	80
5	M10 x 65	1	40
6	M10 x 55	1	40
7	M10 x 55	1	40
8	M12 x 85	1	80
A	Dowel sleeves		

¹⁾ Screw with threaded pin M8. This screw also fastens the starter.

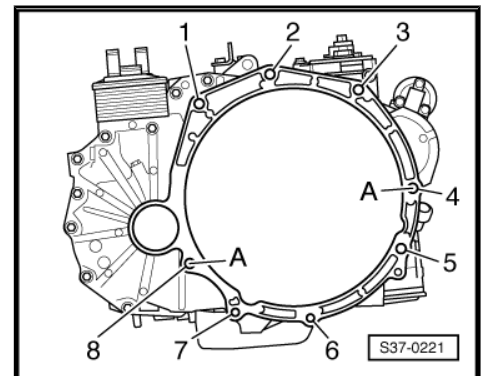


Vehicles with 1.8 l/112 kW TFSI engine

Gearbox to engine

Pos.	Screw	Piece	Nm
1	M12 x 55	1	80
2	M12 x 55	1	80
3 ¹⁾	M12 x 155 + M8 x 16	1	80
4 ¹⁾	M12 x 155 + M8 x 16	1	80
5	M10 x 65	1	40
6	M10 x 55	1	40
7	M10 x 55	1	40
8	M12 x 70	1	80
A	Dowel sleeves		

¹⁾ Screw with threaded pin M8. This screw also fastens the starter.



Note

The second fixing screw for starter on gearbox (M12 x 55 + M8 x 10, tightening torque 80 Nm) is not shown in this illustration.

Gearbox console to gearbox and gearbox mount

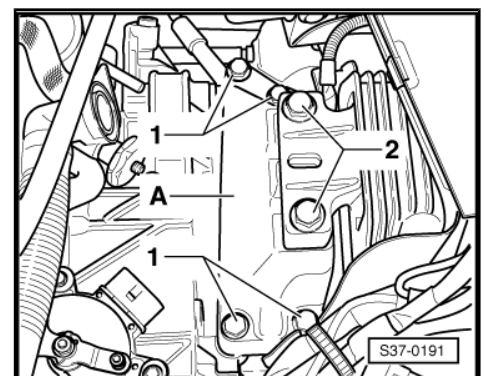
Component	Tightening torque
Gearbox console -A- to gearbox, screws ¹⁾ -1-	40 Nm + torque a further 90° (1/4 turn)
Gearbox console -A- to gearbox mounting, screws ¹⁾ -2-	60 Nm + torque a further 90° (1/4 turn)

¹⁾ Replace screws ⇒ Electronic Catalogue of Original Parts .



Note

Install engine/gearbox mounting free of stress ⇒ Engine; Rep. gr. 10 .





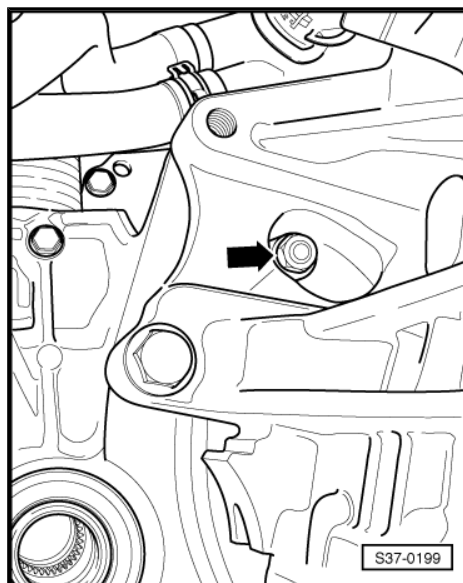
Torque converter on the driver plate

Component	Tightening torque
Torque converter to drive plate, 6 nuts 1) -arrow-	57 Nm

1) Replace nuts => Electronic Catalogue of Original Parts .

All other bolted connections

Component		Nm
Screws/nuts	M6	10
	M8	20
	M10	45
	M12	65

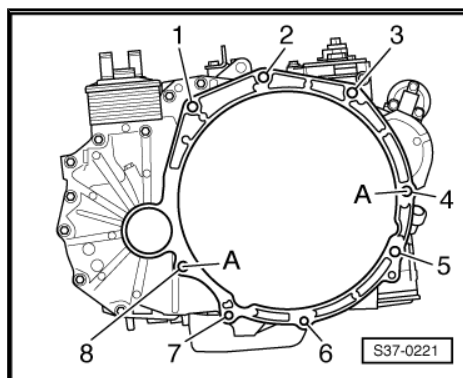


3.3.2 Tightening torques Superb II

Vehicles with 1.8 I/112 kW TFSI engine

Gearbox to engine

Pos.	Screw	Piece	Nm
1	M12 x 55	1	80
2	M12 x 55	1	80
3 ¹⁾	M12 x 155 + M8 x 16	1	80
4 ¹⁾	M12 x 155 + M8 x 16	1	80
5	M10 x 65	1	40
6	M10 x 55	1	40
7	M10 x 55	1	40
8	M12 x 70	1	80
A	Dowel sleeves		



1) Screw with threaded pin M8. This screw also fastens the starter.

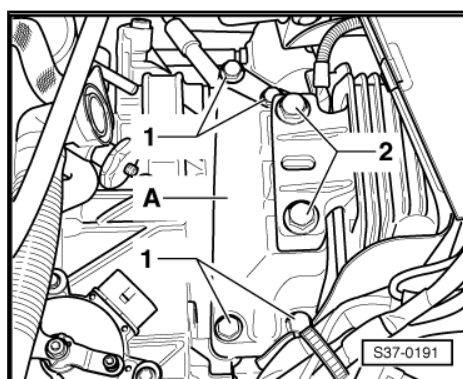
Gearbox console to gearbox and gearbox mount

Component	Tightening torque
Gearbox console -A- to gearbox, screws 1) -1-	40 Nm + torque a further 90° (1/4 turn)
Gearbox console -A- to gearbox mounting, screws 1) -2-	60 Nm + torque a further 90° (1/4 turn)

1) Replace screws => Electronic Catalogue of Original Parts .

i Note

Install engine/gearbox mounting free of stress => Engine; Rep. gr. 10 .



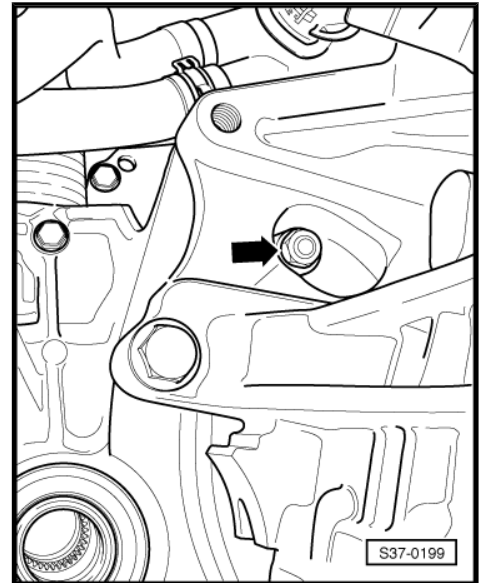
Torque converter on the driver plate

Component	Tightening torque
Torque converter to drive plate, 6 nuts 1) -arrow-	57 Nm

1) Replace nuts ⇒ Electronic Catalogue of Original Parts .

All other bolted connections

Component		Nm
Screws/nuts	M6	10
	M8	20
	M10	45
	M12	65

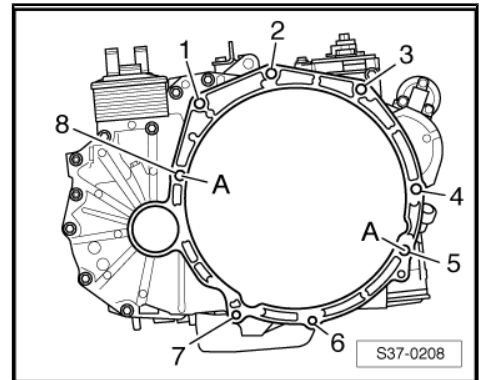


3.3.3 Tightening torques Fabia II

Vehicles with 1.6 ltr./77 kW engine

Gearbox to engine

Pos.	Screw	Piece	Nm
1	M12 x 55	1	80
2	M12 x 55	1	80
3	M12 x 55	1	80
4 ¹⁾	M12 x 165 + M8 x 16 (up to 11.2010) M12 x 155 + M8 x 16 (as of 12.2010)	1	80
5	M12 x 80	1	80
6	M10 x 35	1	40
7	M10 x 35	1	40
8	M12 x 80	1	80
A	Dowel sleeves		



1) Screw with threaded pin M8. This screw also fastens the starter.

Note

The second fixing screw for starter on gearbox (M12 x 55 + M8 x 10, tightening torque 80 Nm) is not shown in this illustration.



Gearbox console to gearbox and gearbox mount

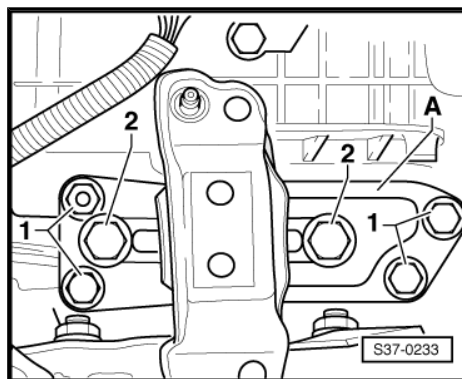
Component	Tightening torque
Gearbox console -A- to gearbox, screws ¹⁾ -1-	40 Nm + torque a further 90° (1/4 turn)
Gearbox console -A- to gearbox mounting, screws ¹⁾ -2-	60 Nm + torque a further 90° (1/4 turn)

1) Replace screws ⇒ Electronic Catalogue of Original Parts .



Note

Install engine/gearbox mounting free of stress ⇒ Engine; Rep. gr. 10 .



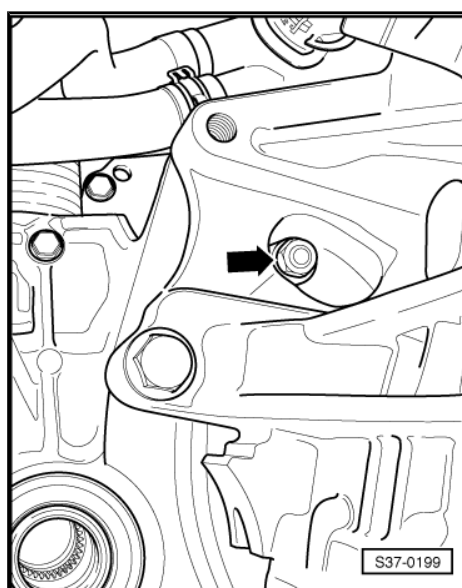
Torque converter on the driver plate

Component	Tightening torque
Torque converter to drive plate, 6 nuts ¹⁾ -arrow-	57 Nm

1) Replace nuts ⇒ Electronic Catalogue of Original Parts .

All other bolted connections

Component	Nm	
Screws/nuts	M6	10
	M8	20
	M10	45
	M12	65

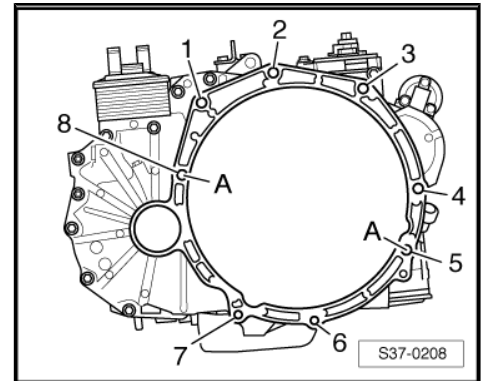


3.3.4 Tightening torques Roomster

Vehicles with 1.6 ltr./77 kW engine

Gearbox to engine

Pos.	Screw	Piece	Nm
1	M12 x 55	1	80
2	M12 x 55	1	80
3	M12 x 55	1	80
4 ¹⁾	M12 x 165 + M8 x 16 (up to 11.2010) M12 x 155 + M8 x 16 (as of 12.2010)	1	80
5	M12 x 80	1	80
6	M10 x 35	1	40
7	M10 x 35	1	40
8	M12 x 80	1	80
A	Dowel sleeves		



¹⁾ Screw with threaded pin M8. This screw also fastens the starter.



Note

The second fixing screw for starter on gearbox (M12 x 55 + M8 x 10, tightening torque 80 Nm) is not shown in this illustration.

Gearbox console to gearbox and gearbox mount

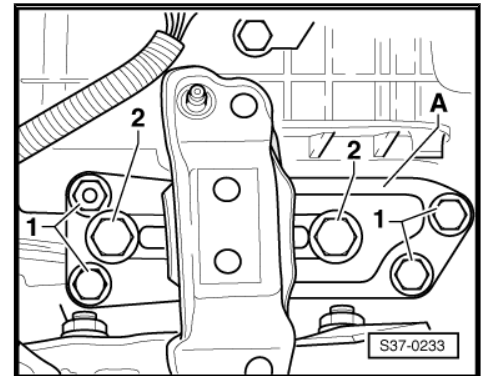
Component	Tightening torque
Gearbox console -A- to gearbox, screws ¹⁾ -1-	40 Nm + torque a further 90° (1/4 turn)
Gearbox console -A- to gearbox mounting, screws ¹⁾ -2-	60 Nm + torque a further 90° (1/4 turn)

¹⁾ Replace screws ⇒ Electronic Catalogue of Original Parts .



Note

Install engine/gearbox mounting free of stress ⇒ Engine; Rep. gr. 10.





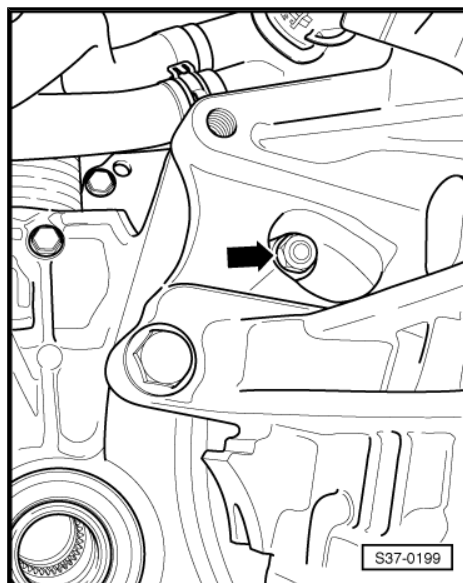
Torque converter on the driver plate

Component	Tightening torque
Torque converter to drive plate, 6 nuts 1) -arrow-	57 Nm

1) Replace nuts ⇒ Electronic Catalogue of Original Parts .

All other bolted connections

Component		Nm
Screws/nuts	M6	10
	M8	20
	M10	45
	M12	65

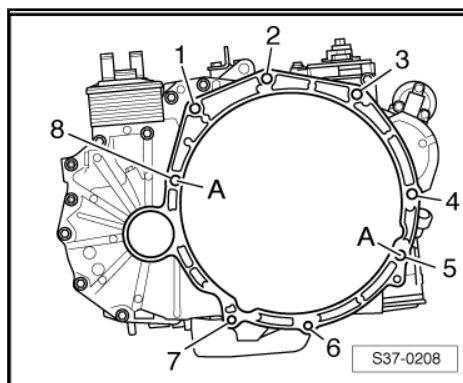


3.3.5 Tightening torques Rapid

Vehicles with 1.6 ltr./77 kW engine

Gearbox to engine

Pos.	Screw	Piece	Nm
1	M12 x 55	1	80
2	M12 x 55	1	80
3	M12 x 55	1	80
4 ¹⁾	M12 x 165 + M8 x 16 (up to 11.2010) M12 x 155 + M8 x 16 (as of 12.2010)	1	80
5	M12 x 80	1	80
6	M10 x 35	1	40
7	M10 x 35	1	40
8	M12 x 80	1	80
A	Dowel sleeves		



1) Screw with threaded pin M8. This screw also fastens the starter.

i Note

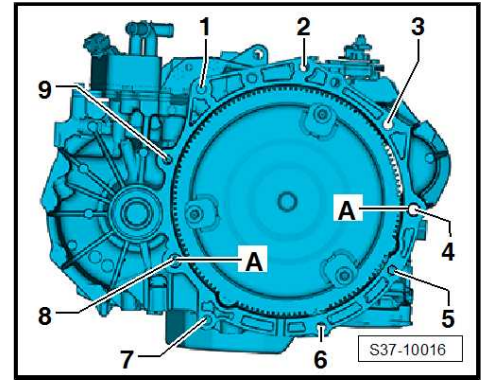
The second fixing screw for starter on gearbox (M12 x 55 + M8 x 10, tightening torque 80 Nm) is not shown in this illustration.

Vehicles with 1.6 ltr./81 kW engine

Gearbox to engine

Pos.	Screw	Pieces	Nm
1	M12 x 55	1	80
2	M12 x 55	1	80
3 ¹⁾	M12 x 155 + M8 x 16	1	80
4 ¹⁾	M12 x 170 + M8 x 16	1	80
5	M10 x 65	1	40
6	M10 x 55	1	40
7	M10 x 55	1	40
8	M12 x 70	1	80
9	M12 x 70	1	80
A	Dowel sleeves		

¹⁾ Screw with threaded pin M8. This screw also fastens the starter.



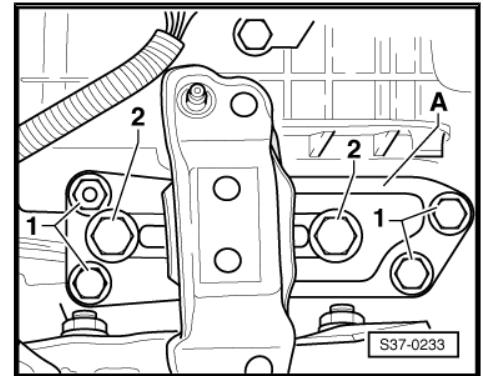
Gearbox console to gearbox and gearbox mount

Component	Tightening torque
Gearbox console -A- to gearbox, screws ¹⁾ -1-	40 Nm + 90°
Gearbox console -A- to gearbox mounting, screws ¹⁾ -2-	60 Nm + 90°

¹⁾ Replace screws ⇒ Electronic Catalogue of Original Parts .

Note

Install engine/gearbox mounting free of stress ⇒ Engine; Rep. gr. 10 .



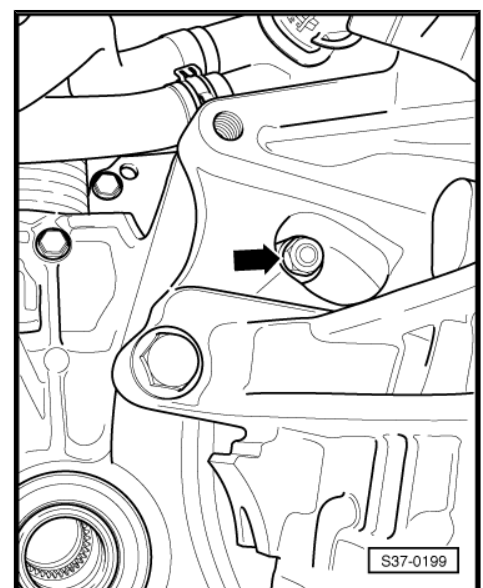
Torque converter on the driver plate

Component	Tightening torque
Torque converter to drive plate, 6 nuts ¹⁾ -arrow-	57 Nm

¹⁾ Replace nuts ⇒ Electronic Catalogue of Original Parts .

All other bolted connections

Component	Nm	
Screws/nuts	M6	10
	M8	20
	M10	45
	M12	65

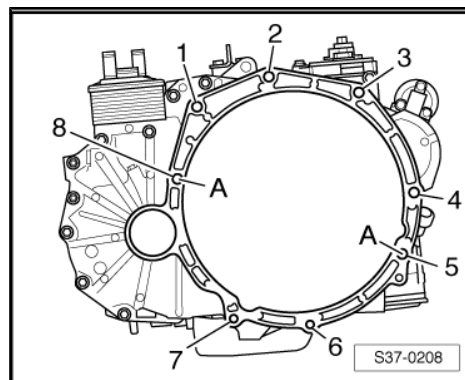


3.3.6 Tightening torques Rapid Indie

Vehicles with 1.6 ltr./77 kW engine

Gearbox to engine

Pos.	Screw	Piece	Nm
1	M12 x 55	1	80
2	M12 x 55	1	80
3	M12 x 55	1	80
4 ¹⁾	M12 x 165 + M8 x 16 (up to 11.2010) M12 x 155 + M8 x 16 (as of 12.2010)	1	80
5	M12 x 80	1	80
6	M10 x 35	1	40
7	M10 x 35	1	40
8	M12 x 80	1	80
A	Dowel sleeves		



¹⁾ Screw with threaded pin M8. This screw also fastens the starter.



Note

The second fixing screw for starter on gearbox (M12 x 55 + M8 x 10, tightening torque 80 Nm) is not shown in this illustration.

Gearbox console to gearbox and gearbox mount

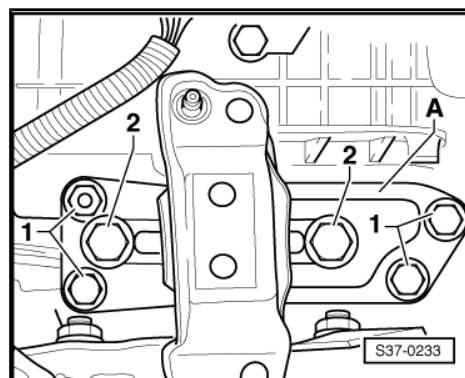
Component	Tightening torque
Gearbox console -A- to gearbox, screws ¹⁾ -1-	40 Nm + 90°
Gearbox console -A- to gearbox mounting, screws ¹⁾ -2-	60 Nm + 90°

¹⁾ Replace screws ⇒ Electronic Catalogue of Original Parts .



Note

Install engine/gearbox mounting free of stress ⇒ Engine; Rep. gr. 10 .



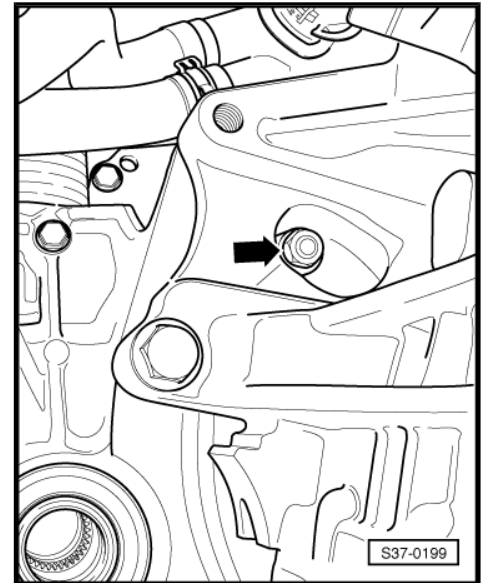
Torque converter on the driver plate

Component	Tightening torque
Torque converter to drive plate, 6 nuts 1) -arrow-	57 Nm

1) Replace nuts ⇒ Electronic Catalogue of Original Parts .

All other bolted connections

Component		Nm
Screws/nuts	M6	10
	M8	20
	M10	45
	M12	65



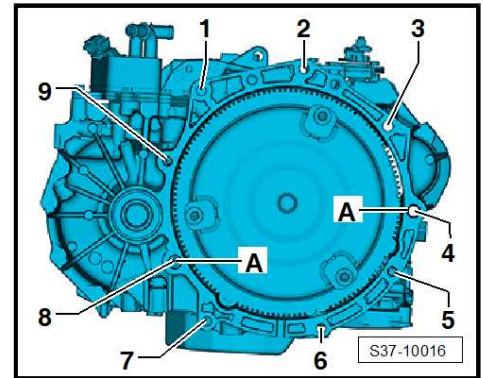
3.3.7 Tightening torques Octavia III

Vehicles with 1.6 ltr./81 kW engine

Gearbox to engine

Pos.	Screw	Pieces	Nm
1	M12 x 55	1	80
2	M12 x 55	1	80
3 ¹⁾	M12 x 155 + M8 x 16	1	80
4 ¹⁾	M12 x 170 + M8 x 16	1	80
5	M10 x 65	1	40
6	M10 x 55	1	40
7	M10 x 55	1	40
8	M12 x 70	1	80
9	M12 x 70	1	80
A	Dowel sleeves		

1) Screw with threaded pin M8. This screw also fastens the starter.



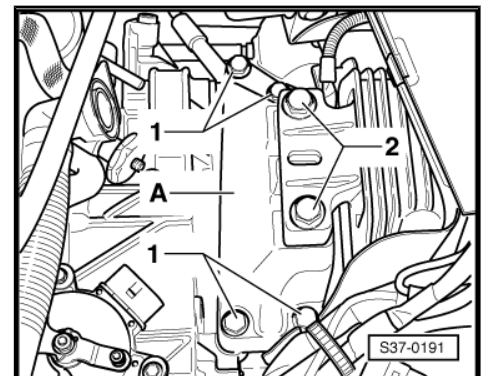
Gearbox console to gearbox and gearbox mount

Component	Tightening torque
Gearbox console -A- to gearbox, screws 1) -1-	40 Nm + 90°
Gearbox console -A- to gearbox mounting, screws 1) -2-	60 Nm + 90°

1) Replace screws ⇒ Electronic Catalogue of Original Parts .

Note

Install engine/gearbox mounting free of stress ⇒ Engine; Rep. gr. 10 .





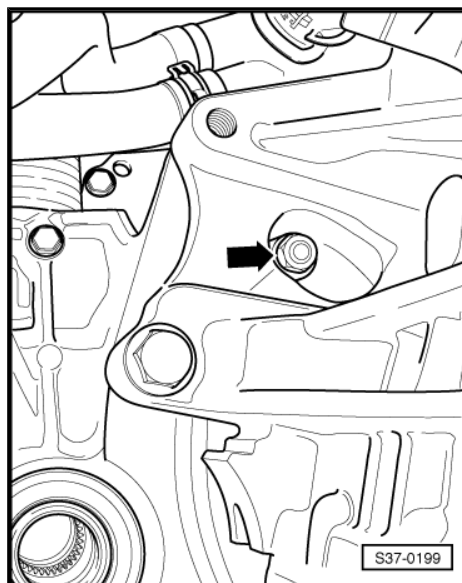
Torque converter on the driver plate

Component	Tightening torque
Torque converter to drive plate, 3 nuts 1) -arrow-	57 Nm

1) Replace nuts ⇒ Electronic Catalogue of Original Parts .

All other bolted connections

Component		Nm
Screws/nuts	M6	10
	M8	20
	M10	45
	M12	65



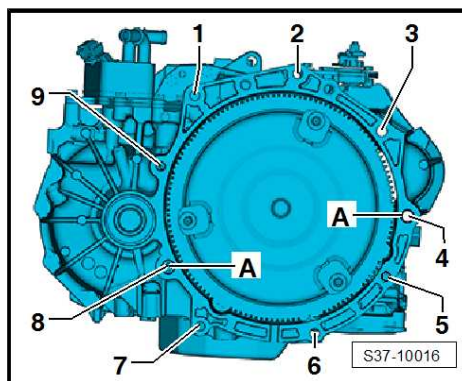
3.3.8 Tightening torques Yeti

Vehicles with 1.6 ltr./81 kW engine

Gearbox to engine

Pos.	Screw	Pieces	Nm
1	M12 x 55	1	80
2	M12 x 55	1	80
3 ¹⁾	M12 x 155 + M8 x 16	1	80
4 ¹⁾	M12 x 170 + M8 x 16	1	80
5	M10 x 65	1	40
6	M10 x 55	1	40
7	M10 x 55	1	40
8	M12 x 70	1	80
9	M12 x 70	1	80
A	Dowel sleeves		

1) Screw with threaded pin M8. This screw also fastens the starter.



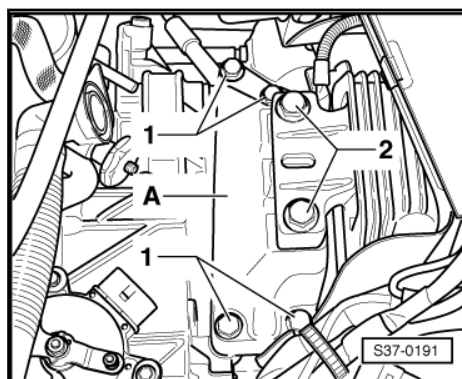
Gearbox console to gearbox and gearbox mount

Component	Tightening torque
Gearbox console -A- to gearbox, screws 1) -1-	40 Nm + 90°
Gearbox console -A- to gearbox mounting, screws 1) -2-	60 Nm + 90°

1) Replace screws ⇒ Electronic Catalogue of Original Parts .

i Note

Install engine/gearbox mounting free of stress ⇒ Engine; Rep. gr. 10 .



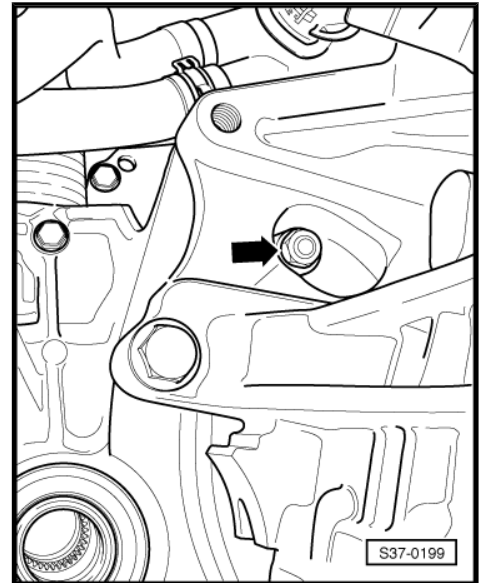
Torque converter on the driver plate

Component	Tightening torque
Torque converter to drive plate, 3 nuts 1) -arrow-	57 Nm

1) Replace nuts ⇒ Electronic Catalogue of Original Parts .

All other bolted connections

Component		Nm
Screws/nuts	M6	10
	M8	20
	M10	45
	M12	65



3.4 Transporting an automatic gearbox

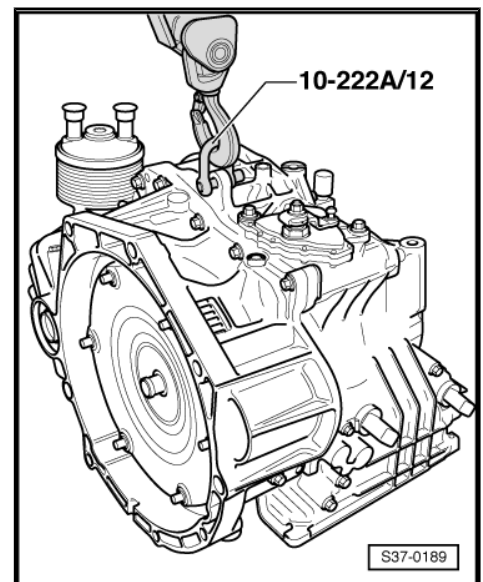
Special tools and workshop equipment required

- ◆ Shackle - 10-222A/12-

Work procedure

For transporting the automatic gearbox, the shackle - 10-222A/12- can be used.

- Secure torque converter against dropping out when transporting.
- Attach shackle - 10-222A/12- to gearbox housing.



3.5 Attaching gearbox to assembly stand

Special tools and workshop equipment required

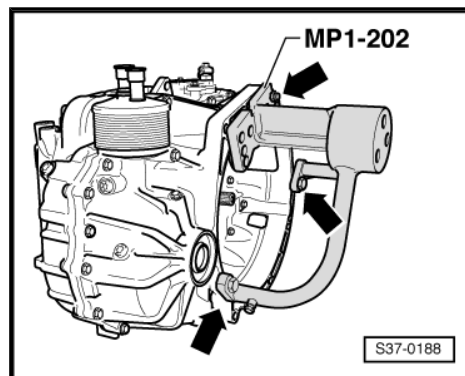
- ◆ Engine and gearbox mount - MP1-202- (as -VW540- , however for assembly stand -MP9-101-)



- Attach gearbox to engine and gearbox mount - MP1-202-
-arrows-.
- The workshop crane can be used
=> ["3.4 Transporting an automatic gearbox", page 145](#) for in-
serting.

**WARNING**

The centre of gravity of the gearbox is outside the turning centre at the assembly stand. For turning the gearbox, a second mechanic must hold the gearbox housing in order to avoid uncontrolled movement.

**Note**

If the gearbox filled with oil on the assembly stand is turned with the oil sump upwards, then the ventilation holes for the gearbox housing must be sealed with plugs.

4 ATF

⇒ [“4.1 Check the ATF level level and top up”, page 147](#)

⇒ [“4.2 Change ATF or top up after repair”, page 152](#)

4.1 Check the ATF level level and top up

Special tools and workshop equipment required

- ◆ ATF filling system - V.A.G 1924-
- ◆ Adapter for oil filling - VAS 6262- or -VAS 6262A-
- ◆ Quick coupling - VAS 6262/2-
- ◆ Protective goggles
- ◆ Protective gloves

Test conditions

- Gearbox must not be in the emergency running mode.
- Vehicle on level ground.
- With selector lever in “P” position, let the engine idle.
- Air conditioning and heating switched off.
- ⇒ Vehicle diagnostic tester connected, function “vehicle self-diagnosis” and “vehicle system” “02 - gearbox electronics” selected.
- The ATF temperature must not be higher than 30 °C for beginning the test, if necessary first the gearbox must be cooled down.



Note

- ◆ *The ATF temperature is read off at the ⇒ Vehicle diagnostic tester.*
- ◆ *The ATF level changes with ATF temperature.*
- ◆ *Checking ATF level when ATF temperature is too low may result in over-filling.*
- ◆ *Checking ATF level when ATF temperature is too high may result in under-filling.*
- ◆ *Both over-filling as well as under-filling affect gearbox operation.*
- ◆ *Only ATF available as spare part should be used in the automatic gearbox 09G ⇒ Electronic Catalogue of Original Parts*
- ◆ *Other oils can lead to functional problems or to failure of the gearbox.*
- ◆ *When topping up with ATF, shake the oil reservoir thoroughly before opening.*



Shorten the vent pipe of the adapter for oil filling - VAS 6262A-

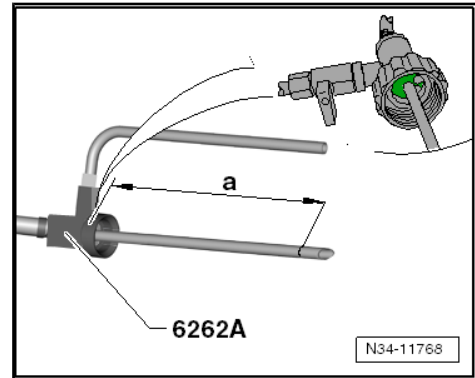
- Shorten the vent pipe to the dimension -a-, so that it does not touch the bottom of certain ATF bottles.

Dimension -a-: 210 mm



Note

The dimension -a- is measured on the shaft (starting with the green area in the detail) of the adapter for oil filling - VAS 6262A-.



Caution

- ◆ **The filling hose and the adapter - VAS 6262- or - VAS 6262A- must be clean and the ATF must not be mixed with other oils!**

Inspection



Note

- ◆ *The ATF level is checked at the ATF inspection plug.*
- ◆ *The ATF level is correct, if a small amount of fluid flows out at the ATF inspection plug when the ATF temperature is between 35° and 45 °C (in hot countries 50 °C) (caused by the increase of the fluid level due to the heat).*
- Fill ATF filling system - V.A.G 1924- with ATF for the automatic gearbox 09G.



Caution

The ATF filling system must be clean and the ATF for automatic gearbox 09G must not be mixed with other ATF oils!

- Attach the reservoir of the ATF filling system as high as possible to the vehicle.
- Run the vehicle on a four-column lift platform or over a workshop pit, so that it will be kept absolutely horizontal.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Position drip tray, e.g. -VAS 6208- under the gearbox.



WARNING

- ◆ **When working close to the radiator, always keep an adequate distance from the radiator fan - risk of injury!**
- ◆ **The radiator fan can switch on automatically.**

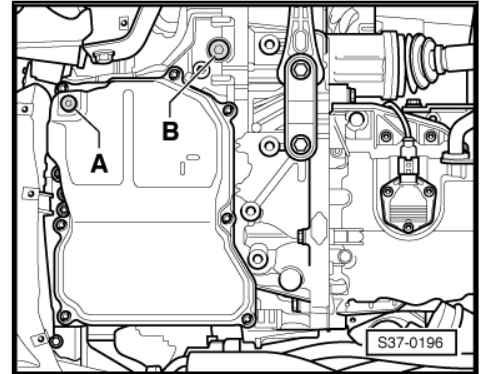
- Start engine and run in idle.



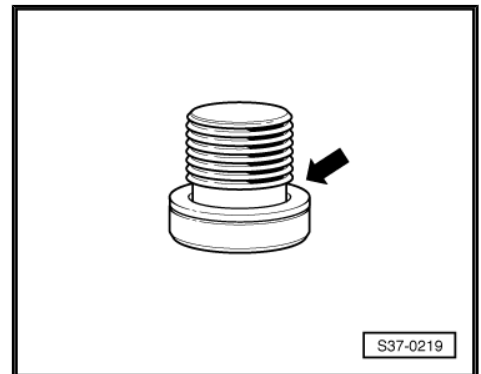
WARNING

Wear safety goggles.

- If an ATF temperature of 35 °C is achieved, unscrew the ATF inspection plug -A-.



- Always replace gasket ring -arrows- for ATF inspection plug
⇒ Electronic Catalogue of Original Parts .

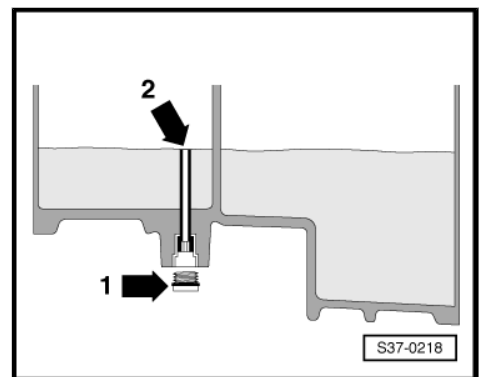


First of all the ATF in the overflow tube -arrow 2- drains off.

If more ATF drips out of the ATF inspection opening (approx. 1 drop per second) via the overflow tube before the ATF has reached 40°C, the ATF level is correct.

- Fit ATF inspection plug -arrow 1- with a new gasket ring and tighten to tightening torque
⇒ [“1.2 Summary of components - oil pan, oil strainer, slide valve body, internal wiring looms”, page 165](#) .

This completes the ATF level inspection.



Note

At the latest at 45 °C (in hot countries 50 °C) the ATF inspection plug must be closed again.

If no ATF flows out at the ATF inspection opening up to 45 °C, the ATF must be filled up

- End function “08 - read measured value block”.
- Tip “06 - End output”.
- Switch off ignition and disconnect the vehicle diagnostic tester.

Fill with ATF



i Note

- ◆ Pay attention to all the notes and test conditions
⇒ [page 147](#) .
- ◆ The ATF filler tube -arrow- is no longer available on gearboxes
as of production date 06.2006.

For gearbox with filler tube (only vehicles Octavia II up to 05.2006)

- Lever off cap -arrow- securing the screw plug with a screwdriver.

i Note

The filler tube is located at the front of the gearbox under the starter.

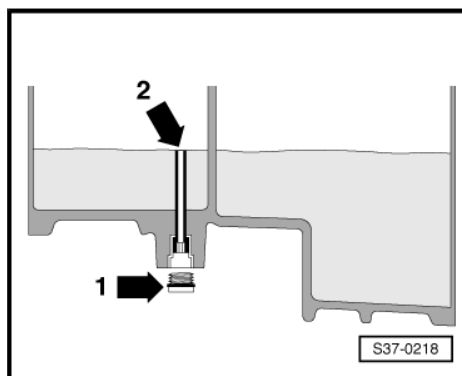
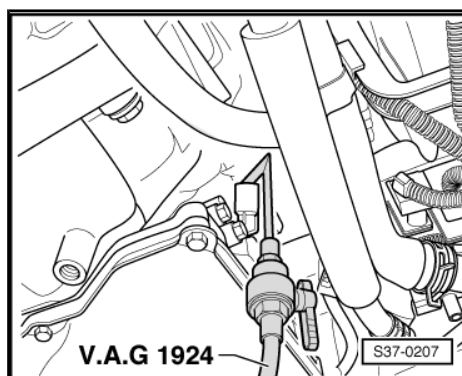
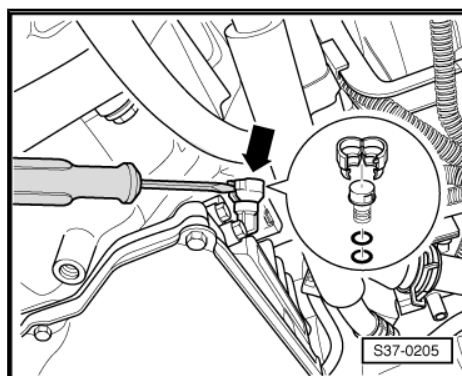
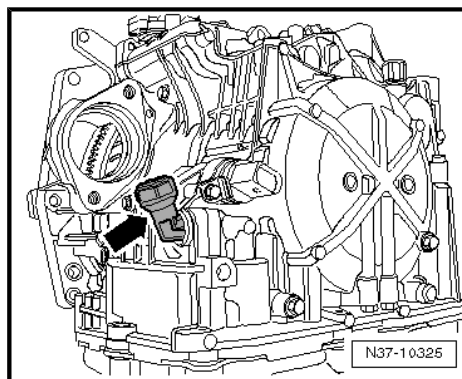
- Always replace the cap, because the cap catch is destroyed
⇒ Electronic Catalogue of Original Parts .
- Pull screw plug from the filler tube.
- Hook the hook of the ATF filling system - V.A.G 1924- into the opening of the filler tube.

i Note

Too much or too little ATF filling impairs the gearbox function.

- Continue to fill the ATF with -V.A.G 1924- until a temperature of between 35 °C and 45 °C flows out of the inspection opening via the overflow tube -arrow 2-.
- Allow all excess ATF to drip out only until it starts to drain off.

For gearbox without filler tube (vehicles up as of 06.2006)



- Screw in the adapter for ATF oil filling - VAS 6262/2- by hand in the location of the gearbox inspection plug -arrow 1- and connect adapter for oil filling - VAS 6262- or -VAS 6262A- .
- Shake the ATF reservoir before opening.

i Note

Before screwing in the adapter for oil filling at the ATF reservoir, check the length of the vent pipe and shorten if necessary => [page 148](#) .

- Fill with 1 liter of ATF.
- Remove adapter for oil filling - VAS 6262- from adapter for ATF oil filling - VAS 6262/2- .
- Observe whether ATF flows out of the opening of the adapter for ATF oil filling - VAS 6262/2- .

If ATF flows out of the opening of the adapter for ATF oil filling - VAS 6262/2- , the ATF level is correct.

- Allow all excess ATF to drip out until it starts to drain off.

If no ATF flows out of the opening of the adapter for ATF oil filling - VAS 6262/2- but only drips, the ATF level is not O.K. and ATF must be filled up.

- Unscrew adapter for ATF oil filling - VAS 6262/2- .

Continued for all vehicles

- Fit ATF inspection plug -arrow 1- with a new gasket ring and tighten to tightening torque
=> ["1.2 Summary of components - oil pan, oil strainer, slide valve body, internal wiring looms"](#), [page 165](#) .

This completes the ATF level inspection.

i Note

At the latest at 45 °C (in hot countries 50 °C) the ATF inspection plug must be closed again, if necessary switch off the engine, allow the gearbox to cool down and repeat the check.

For gearbox with filler tube (only vehicles Octavia II up to 05.2006)

- Insert the screw plug in the filler tube.
- Fit new safety cap -arrow- and lock in place.

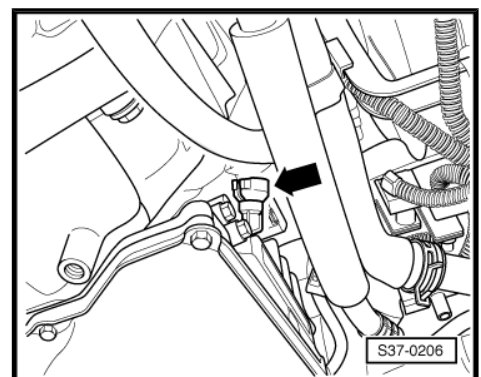
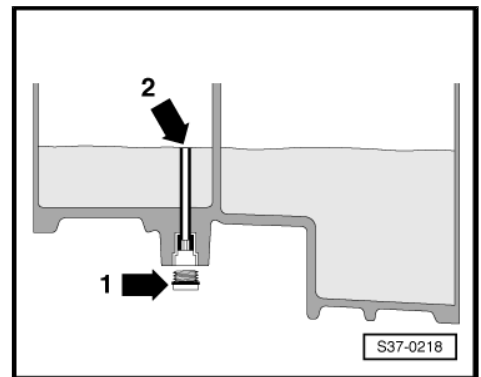
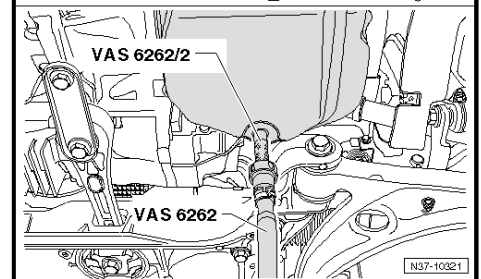
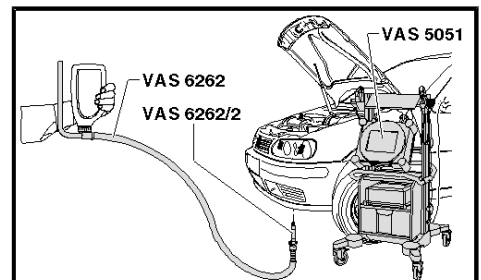
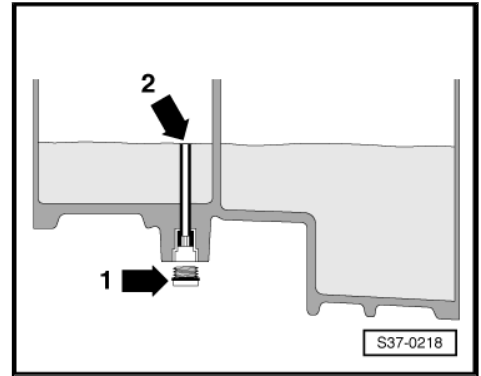


Caution

Always replace the cap. The cap secures the screw plug => [Electronic Catalogue of Original Parts](#) .

Continued for all vehicles

- Install the noise insulation => Body Work; Rep. gr. 50 .





4.2 Change ATF or top up after repair

- Engine switched off.

Special tools and workshop equipment required

- ◆ ATF filling system - V.A.G 1924-
- ◆ Adapter for oil filling - VAS 6262- or -VAS 6262A-
- ◆ Quick coupling - VAS 6262/2-
- ◆ Catch pan , e.g. -VAS 6208-
- ◆ Protective goggles



Note

Pay attention to all the notes and test conditions ⇒ [page 147](#) .

- Attach the reservoir of the ATF filling system as high as possible to the vehicle.
- Run the vehicle on a four column lift platform or over a workshop pit, so that it will be kept horizontal.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .



Note

- ◆ *Observe the disposal instructions.*
- ◆ *The engine must not be started without ATF and the vehicle must not be towed!*



WARNING

- ◆ *When working close to the radiator, always keep an adequate distance from the radiator fan - risk of injury!*
- ◆ *The radiator fan can switch on automatically.*

Drain ATF

- Position drip tray, e.g. -VAS 6208- under the gearbox.

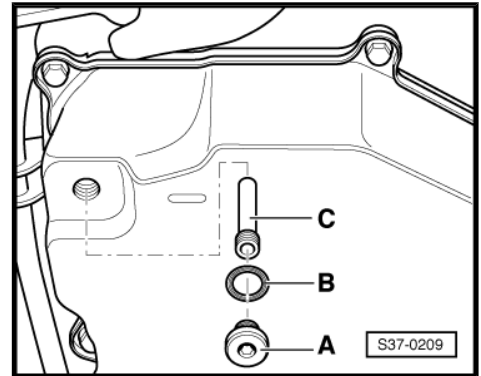


WARNING

Wear safety goggles.

- Unscrew the ATF inspection plug -A-.
- Release the overflow tube -C- (5 mm Allen key) and drain remaining ATF.
- Drain the ATF.
- Install overflow tube -C- with 5mm Allen key and tighten to tightening torque
 => ["1.2 Summary of components - oil pan, oil strainer, slide valve body, internal wiring looms", page 165](#) .

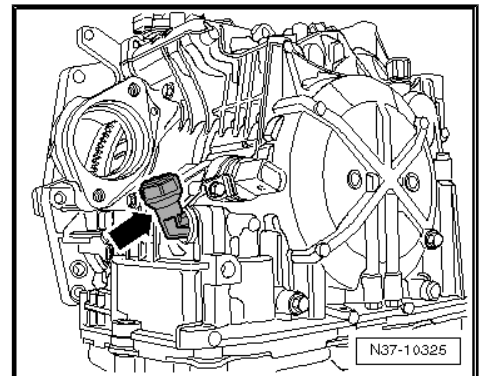
Fill with ATF



Note

- ◆ Pay attention to all the notes and test conditions
 => [page 147](#) .
- ◆ The ATF filler tube -arrow- is no longer available on gearboxes as of production date 06.2006.

For gearbox with filler tube (only vehicles Octavia II up to 05.2006)



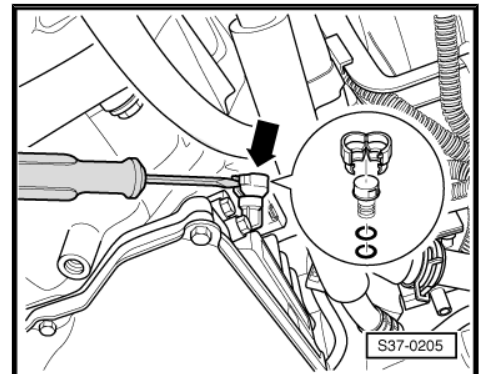
- Lever off cap -arrow- securing the screw plug with a screwdriver.



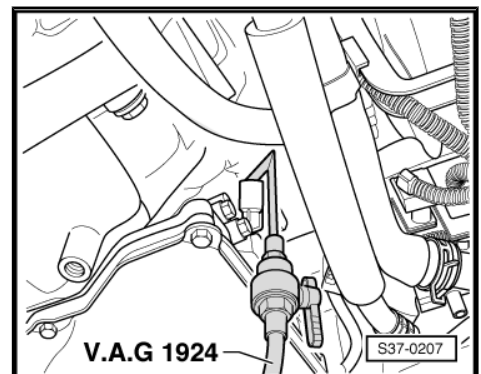
Note

The filler tube is located at the front of the gearbox under the starter.

- Always replace the cap, because the cap catch is destroyed
 => Electronic Catalogue of Original Parts .
- Pull off screw plug from the filler tube.
- Hook the hook of the ATF filling system - V.A.G 1924- into the opening of the filler tube.
- Pour in 4 liters of ATF with ATF filling system - V.A.G 1924- .



For gearbox without filler tube (vehicles up as of 06.2006)



- Screw in the adapter for ATF oil filling - VAS 6262/2- by hand in the location of the gearbox inspection plug -arrow 1- and connect adapter for oil filling - VAS 6262- or -VAS 6262 A- .
- Shake the ATF reservoir before opening.



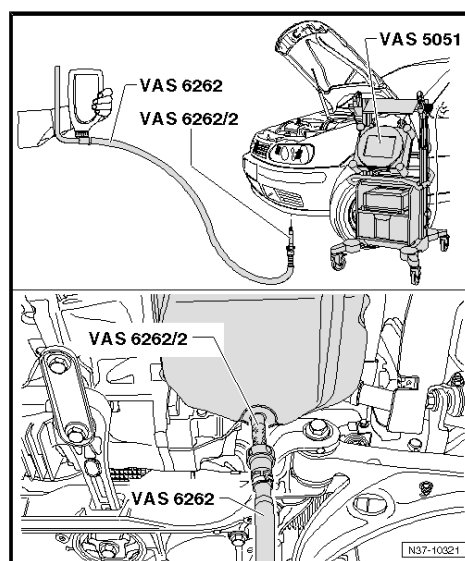
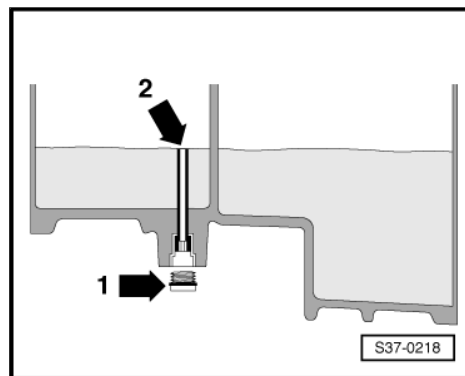
Note

Before screwing in the adapter for oil filling at the ATF reservoir, check the length of the vent pipe and shorten if necessary
⇒ [page 148](#) .

- Fill with 3 litres of ATF (when changing).
- Remove adapter for oil filling - VAS 6262- from adapter for ATF oil filling - VAS 6262/2- .
- Unscrew adapter for ATF oil filling - VAS 6262/2- .

Continued for all vehicles

- Tighten ATF inspection plug by hand.
- Start engine.
- With the brake pedal actuated shift through all selector lever positions "P, R, N, D, S" at idle speed, leaving the lever in each position for about 10 seconds.
- Shift selector lever into position "P".
- Switch off ignition.
- Subsequently inspect ATF level and if necessary top up
⇒ ["4.1 Check the ATF level level and top up"](#), [page 147](#) .



5 ATF coolant circuit

⇒ [“5.1 ATF radiator - Summary of components”, page 155](#)

⇒ [“5.2 Removing and installing ATF radiator”, page 159](#)

5.1 ATF radiator - Summary of components

⇒ [“5.1.1 ATF radiator - Summary of components Octavia II”, page 155](#)

⇒ [“5.1.2 ATF radiator - Summary of components Octavia II for gearboxes with identification characters KGV, KGU”, page 156](#)

⇒ [“5.1.3 ATF radiator - Summary of components Superb II for gearboxes with identification characters KGV, KGU”, page 157](#)

⇒ [“5.1.4 ATF radiator - Summary of components Octavia III, Yeti”, page 158](#)

⇒ [“5.1.5 ATF radiator - Fabia II, Rapid, Roomster”, page 159](#)

5.1.1 ATF radiator - Summary of components Octavia II

1 - Gearbox housing

2 - O-ring

- ❑ replace ⇒ Electronic Catalogue of Original Parts

3 - ATF radiator

- ❑ Check fitting position
⇒ [Fig. “Fitting location of ATF radiator”](#), page 156
- ❑ ⇒ [“5.2 Removing and installing ATF radiator”](#), page 159

4 - O-ring

- ❑ replace ⇒ Electronic Catalogue of Original Parts

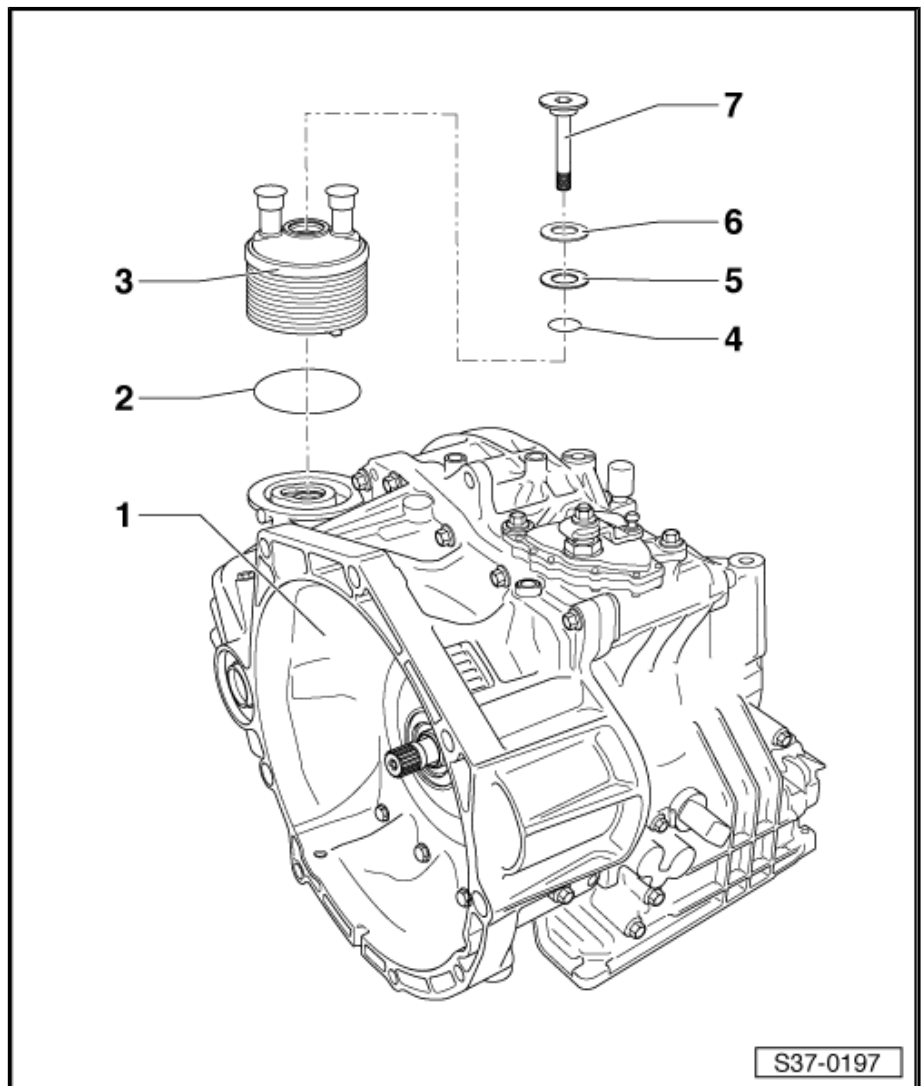
5 - Washer

6 - Disc spring

- ❑ Fitting position: Must rest on the washer Pos. 5; curved side of the disc spring to the outside must point upwards.

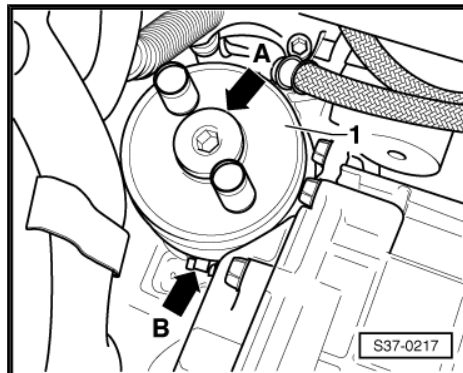
7 - Screw

- ❑ 36 Nm



Fitting location of ATF radiator

The peg -arrow B- must be positioned in the recess in the gearbox housing.



5.1.2 ATF radiator - Summary of components Octavia II for gearboxes with identification characters KGV, KGU

1 - ATF radiator

- ⇒ ["5.2 Removing and installing ATF radiator"](#), page 159

2 - Support

- for selector lever control cable

3 - Screw

- for ATF radiator
- 12 Nm

4 - O-ring

- replace ⇒ Electronic Catalogue of Original Parts

5 - Screw

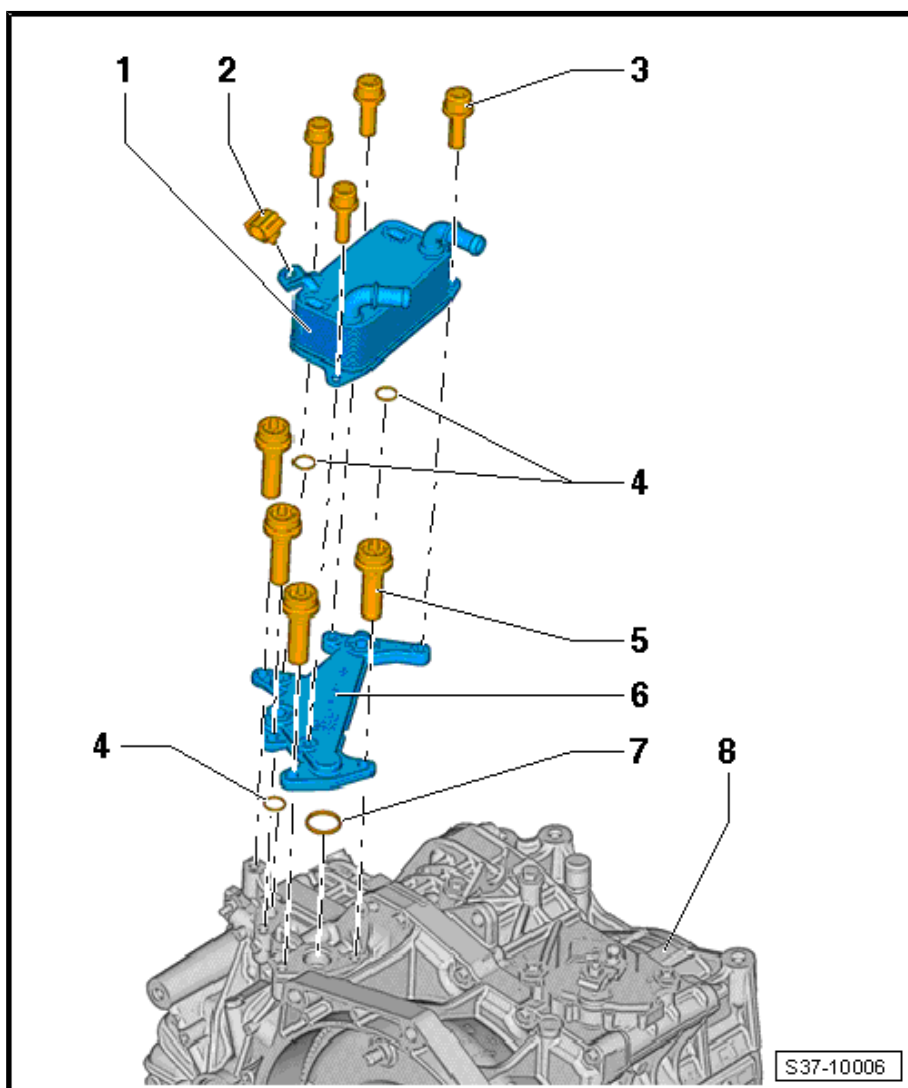
- for adapter plate
- 25 Nm

6 - Adapter plate

7 - O-ring

- replace ⇒ Electronic Catalogue of Original Parts

8 - Gearbox housing



5.1.3 ATF radiator - Summary of components Superb II for gearboxes with identification characters KGV, KGU

1 - ATF radiator

- ☐ ⇒ [“5.2 Removing and installing ATF radiator”](#), page 159

2 - Support

- ☐ for selector lever control cable

3 - Screw

- ☐ for ATF radiator
- ☐ 12 Nm

4 - O-ring

- ☐ replace ⇒ Electronic Catalogue of Original Parts

5 - Screw

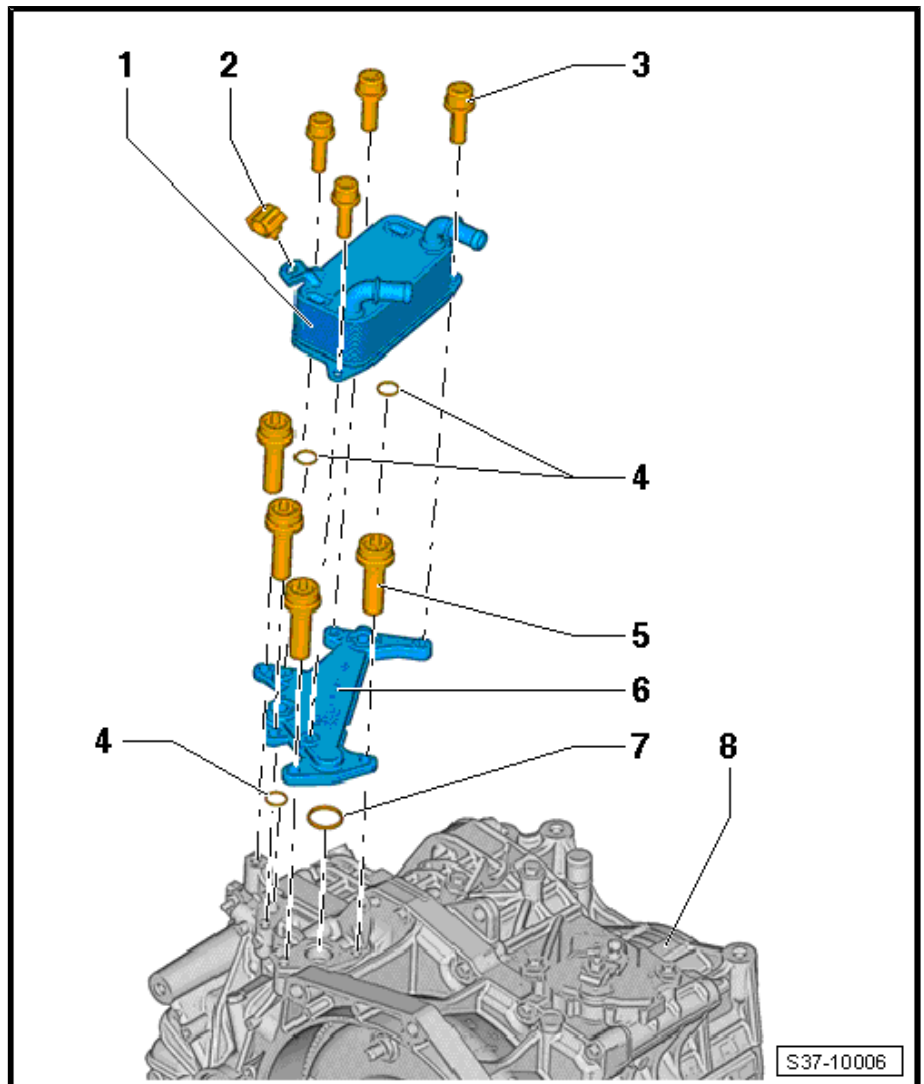
- ☐ for adapter plate
- ☐ 25 Nm

6 - Adapter plate

7 - O-ring

- ☐ replace ⇒ Electronic Catalogue of Original Parts

8 - Gearbox housing





5.1.4 ATF radiator - Summary of components Octavia III, Yeti

1 - Gearbox housing

2 - O-ring

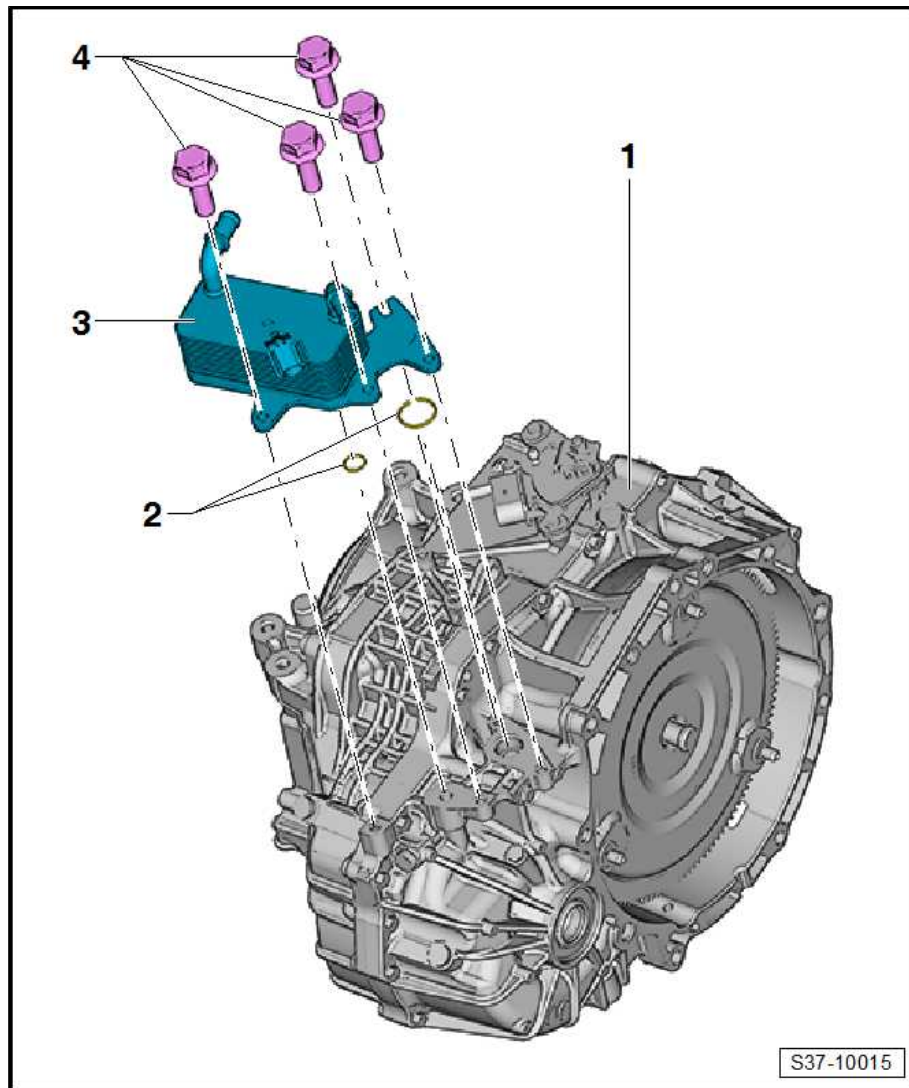
- always replace ⇒ Electronic Catalogue of Original Parts

3 - ATF radiator

- ⇒ [“5.2 Removing and installing ATF radiator”](#), page 159

4 - Screw

- 20 Nm



5.1.5 ATF radiator - Fabia II, Rapid, Roomster

1 - Gearbox housing

2 - O-ring

- replace ⇒ Electronic Catalogue of Original Parts

3 - ATF radiator

- Check fitting position ⇒ [Fig. "Fitting location of ATF radiator"](#), page 156
- ⇒ ["5.2 Removing and installing ATF radiator"](#), page 159

4 - O-ring

- replace ⇒ Electronic Catalogue of Original Parts

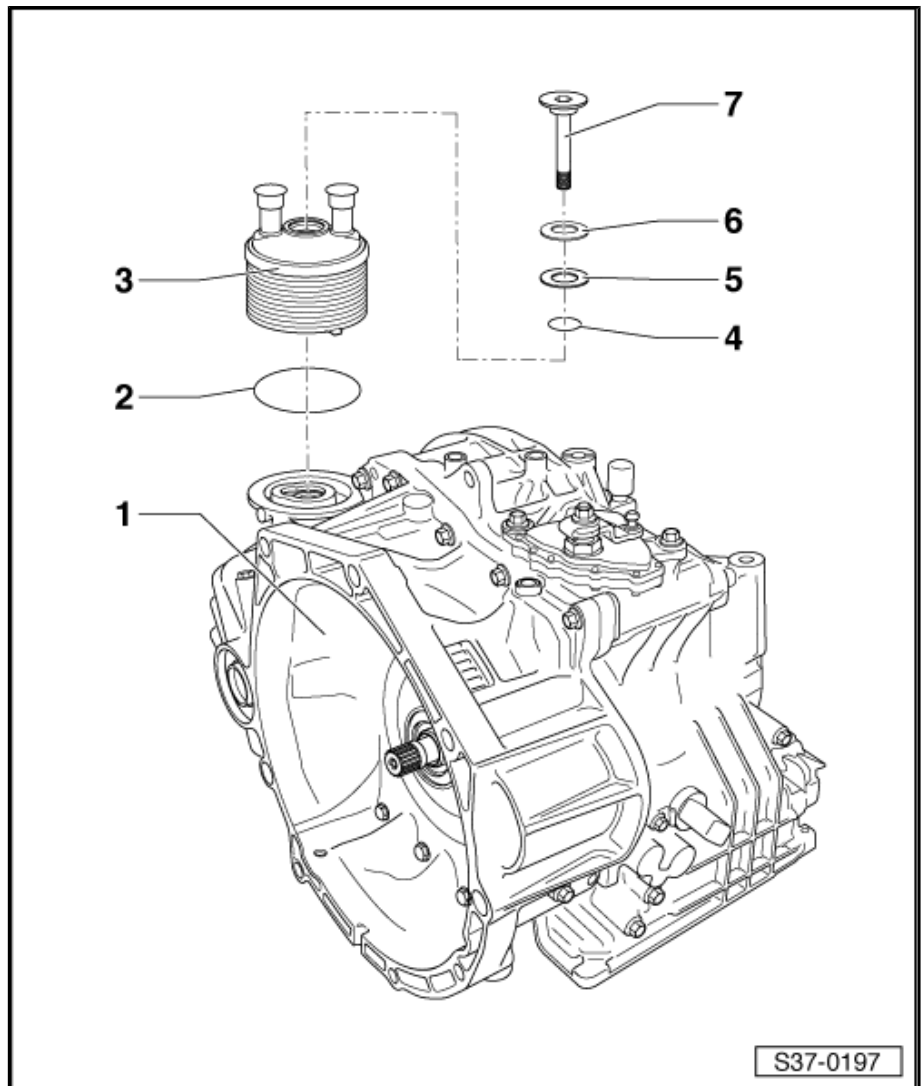
5 - Washer

6 - Disc spring

- Fitting position: Must rest on the washer Pos. 5; curved side of the disc spring to the outside must point upwards.

7 - Screw

- 36 Nm



5.2 Removing and installing ATF radiator

⇒ ["5.2.1 Removing and installing ATF radiator \(Fabia, Rapid, Roomster, Octavia II, Superb\)"](#), page 159

⇒ ["5.2.2 Remove and install ATF radiator \(Octavia III\)"](#), page 161

⇒ ["5.2.3 Removing and installing ATF radiator \(Yeti\)"](#), page 162

5.2.1 Removing and installing ATF radiator (Fabia, Rapid, Roomster, Octavia II, Superb)

Special tools and workshop equipment required

- ◆ Hose clamps - MP7-602 (3094)-

Removing

- Remove engine cover ⇒ engine; Rep. gr. 10 .
- Remove air filter ⇒ Engine; Rep. gr. 24 .

**WARNING**

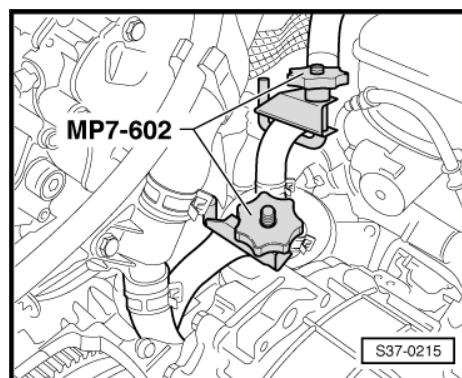
Observe measures when disconnecting and connecting the battery ⇒ Electrical System; Rep. gr. 27 .

- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .
- Mark hoses of ATF radiator in order to prevent interchanging when installing.

**Note**

Depending on the as-built configuration a small plastic tube is located in the feed of the ATF radiator, which must be re-installed during installation.

- Clamp off the ATF-radiator hoses with hose clamps - MP7-602 (3094)- and remove from ATF-radiator.

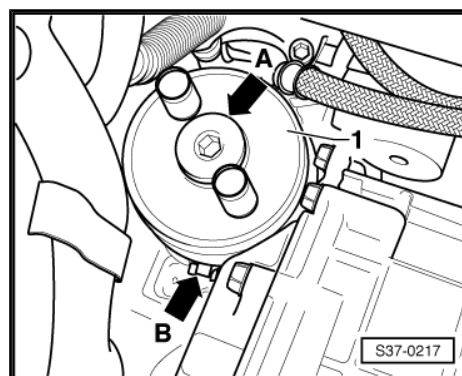


- Remove the ATF radiator -1- from the gearbox -arrow A-.

Install

Installation is carried out in the reverse order. Pay attention to the following:

- Replace O-rings of ATF radiator ⇒ Electronic Catalogue of Original Parts .
- The disc spring Pos. 6 must be installed in such a way that it rests on the washer Pos. 5 and the curved side points upwards ⇒ ["5.1 ATF radiator - Summary of components", page 155](#) .
- When installing the ATF radiator -1- position the peg -arrow B- in the recess in the gearbox housing.

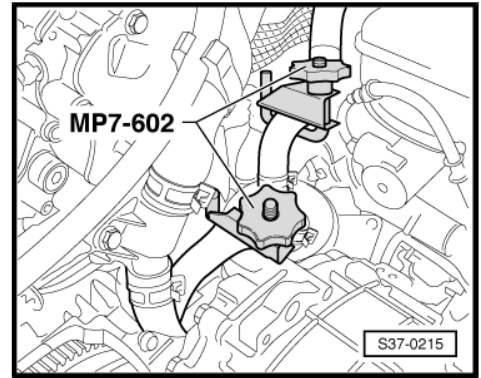


- Connect hoses of ATF radiator according to the markings onto the ATF radiator.

i Note

Depending on the as-built configuration a small plastic tube is located in the feed of the ATF radiator, which must be re-installed during installation.

- Check coolant level in the cooling system ⇒ Engine; Rep. gr. 19 .
- Inspecting ATF level and if necessary topping up ⇒ ["4.1 Check the ATF level level and top up", page 147](#) .



Tightening torques

Component	Nm
ATF radiator to gearbox	⇒ "5.1 ATF radiator - Summary of components", page 155

5.2.2 Remove and install ATF radiator (Octavia III)

Special tools and workshop equipment required

- ◆ Hose clamp - MP7-602 (3094)-

Removing

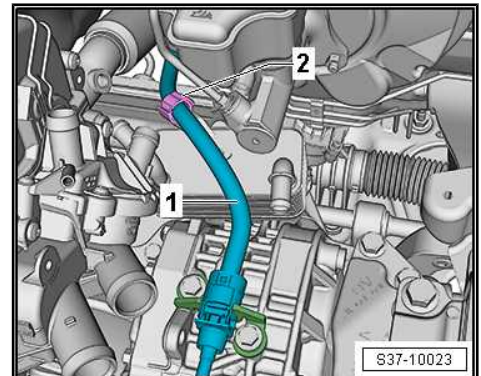
- Remove engine cover ⇒ engine; Rep. gr. 10 .
- Remove air filter ⇒ Engine; Rep. gr. 24 .

⚠ Caution
Observe measures when disconnecting and connecting the battery ⇒ Electrical System; Rep. gr. 27 .

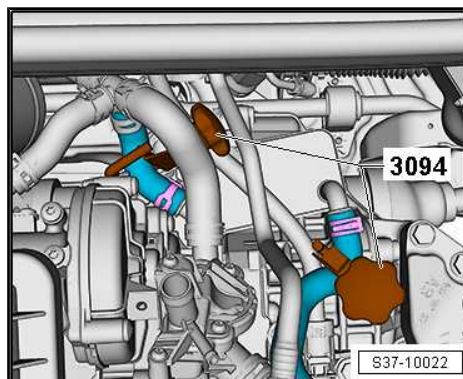
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .
- Mark hoses of ATF radiator in order to prevent interchanging when installing.
- Unlock the quick-release lock -2- and unhook the selector lever control cable -1-.

⚠ Caution

- ◆ *When the engine is warm, the cooling system is under overpressure.*
- ◆ *Before removing the coolant hoses, cover the cap of the coolant expansion tank with a cloth and open it carefully.*



- Seal the hoses of the ATF radiator with hose clamps - MP7-602 (3094)- .
- Remove hoses from the ATF radiator.

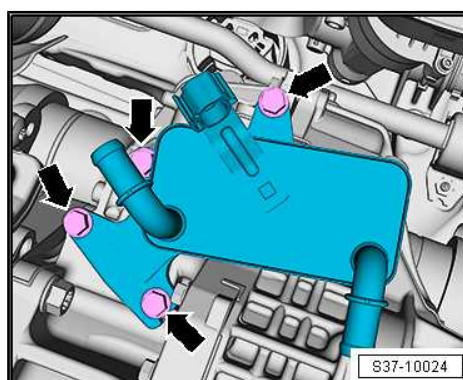


- Unscrew screws-arrows- and remove ATF radiator.

Install

Installation is carried out in the reverse order. Pay attention to the following:

- Always replace O-rings of ATF radiator => Electronic Catalogue of Original Parts .
- Connect the coolant hoses to the ATF radiator using the markings made during removal.
- Check coolant level in the cooling system => Engine; Rep. gr. 19 .
- Inspecting ATF level and if necessary topping up => [page 147](#) .
- Install the battery tray and battery => Electrical System; Rep. gr. 27 .
- Install air filter => Engine; Rep. gr. 24 .
- Install engine cover => engine; Rep. gr. 10 .



Tightening torques

Component	Nm
ATF radiator to gearbox	=> “5.1 ATF radiator - Summary of components”, page 155

5.2.3 Removing and installing ATF radiator (Yeti)

Special tools and workshop equipment required

- ◆ Hose clamp - MP7-602 (3094)-

Removing

- Remove air filter => Engine; Rep. gr. 24 .

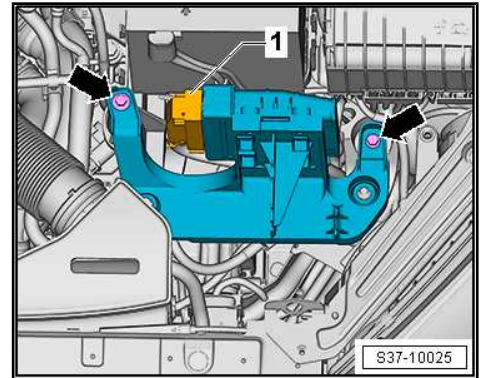


Caution

Touch an earthed object before working on the electrical components. Do not grab directly at the plug contacts or electronic components.

Observe measures when disconnecting and connecting the battery => Electrical System; Rep. gr. 27 .

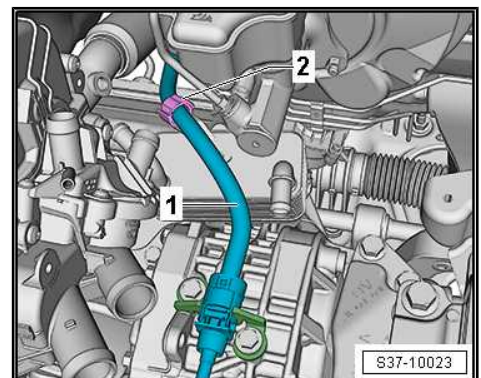
- Unlock the plug connection -1- and pull out.
- Unscrew screws -arrow-.
- Undo the mounting bracket with the automatic gearbox control unit - J217- from the bearing and remove it upwards and out.
- Remove battery and battery tray => Electrical System; Rep. gr. 27 .
- Mark hoses of ATF radiator in order to prevent interchanging when installing.



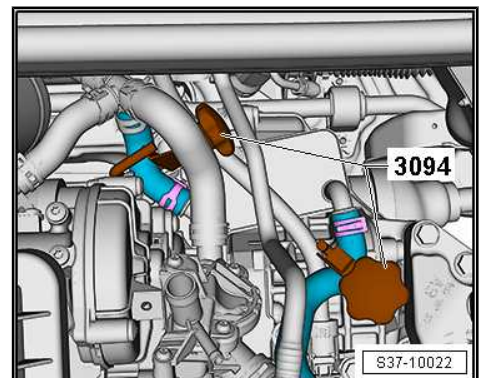
- Unlock the quick-release lock -2- and unhook the selector lever control cable -1-.

Caution

- ◆ *When the engine is warm, the cooling system is under overpressure.*
- ◆ *Before removing the coolant hoses, cover the cap of the coolant expansion tank with a cloth and open it carefully.*



- Seal the hoses of the ATF radiator with hose clamps - MP7-602 (3094)- .
- Remove hoses from the ATF radiator.

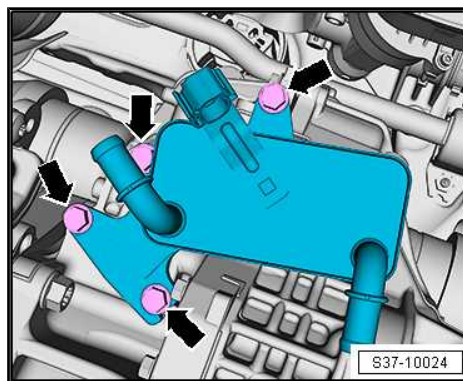


- Unscrew screws-arrows- and remove ATF radiator.

Install

Installation is carried out in the reverse order. Pay attention to the following:

- Always replace O-rings of ATF radiator => Electronic Catalogue of Original Parts .
- Connect the coolant hoses to the ATF radiator using the markings made during removal.
- Check coolant level in the cooling system => Engine; Rep. gr. 19 .
- Inspecting ATF level and if necessary topping up => [page 147](#) .
- Install the battery tray and battery => Electrical System; Rep. gr. 27 .



For the vehicles Yeti

- Install mounting bracket with automatic gearbox control unit - J217- .

Continued for all vehicles

- Install air filter => Engine; Rep. gr. 24 .
- Install engine cover => engine; Rep. gr. 10 .

Tightening torques

Component	Nm
ATF radiator to gearbox	=> "5.1 ATF radiator - Summary of components", page 155
Control unit holder at battery tray	5

38 – Gears, control

1 Removing and installing oil pan, oil filter, slide valve body and internal wiring looms

⇒ [“1.1 General Instructions”, page 165](#)

⇒ [“1.2 Summary of components - oil pan, oil strainer, slide valve body, internal wiring looms”, page 165](#)

⇒ [“1.3 Components at wiring loom of 8-pin plug”, page 168](#)

⇒ [“1.4 Removing and installing oil pan”, page 168](#)

⇒ [“1.5 Removing and installing the oil filter”, page 170](#)

⇒ [“1.6 Removing and installing the slide valve body”, page 171](#)

⇒ [“1.7 removing and installing wiring loom with 14-pin plug”, page 180](#)

⇒ [“1.8 Removing and installing wiring loom with 8-pin plug and integrated gearbox oil temperature sender G93”, page 181](#)

⇒ [“1.9 Removing and installing the gearbox input r.p.m. sender G182”, page 183](#)

⇒ [“1.10 Removing and installing the gearbox output r.p.m. sender G195”, page 184](#)

1.1 General Instructions



WARNING

Do not run the engine or tow the vehicle when the oil pan has been removed or without filling with ATF in the gearbox.



Note

- ◆ Always replace soiled or faulty slide valve bodies.
- ◆ ⇒ [“2 Information and repair instructions for the automatic gearbox 09G”, page 12](#).
- ◆ Coat O-rings and gasket rings with ATF. Other types of lubricant will cause the gearbox hydraulic control system to malfunction.
- ◆ The slide valve body and the wiring looms with 8-pin and 14-pin plug can also be removed with the installed gearbox.

1.2 Summary of components - oil pan, oil strainer, slide valve body, internal wiring looms

1 - ATF level check screw

- Replace gasket ring Pos. 2
- Inspecting ATF level and if necessary topping up
⇒ [“4.1 Check the ATF level level and top up”, page 147](#)
- 27 Nm

2 - Sealing ring

- replace ⇒ Electronic Catalogue of Original Parts

3 - Overflow tube

- screw with 5 mm Allen key into the oil pan
- 2 Nm

4 - Oil pan

- ⇒ [“1.4 Removing and installing oil pan”, page 168](#)

5 - Screw

- 8 pieces for attaching the oil pan with the oil pan gasket to the gearbox housing
- Tighten oil pan screws crosswise in several stages
- 7 Nm

6 - Gasket

7 - Magnet

- 2 magnets in the beads of the oil pan
- clean before installation

8 - Screw

- 3 pieces for attaching oil strainer to slide valve body
- 11 Nm

9 - Oil filter

- ⇒ [“1.5 Removing and installing the oil filter”, page 170](#)

10 - Screw

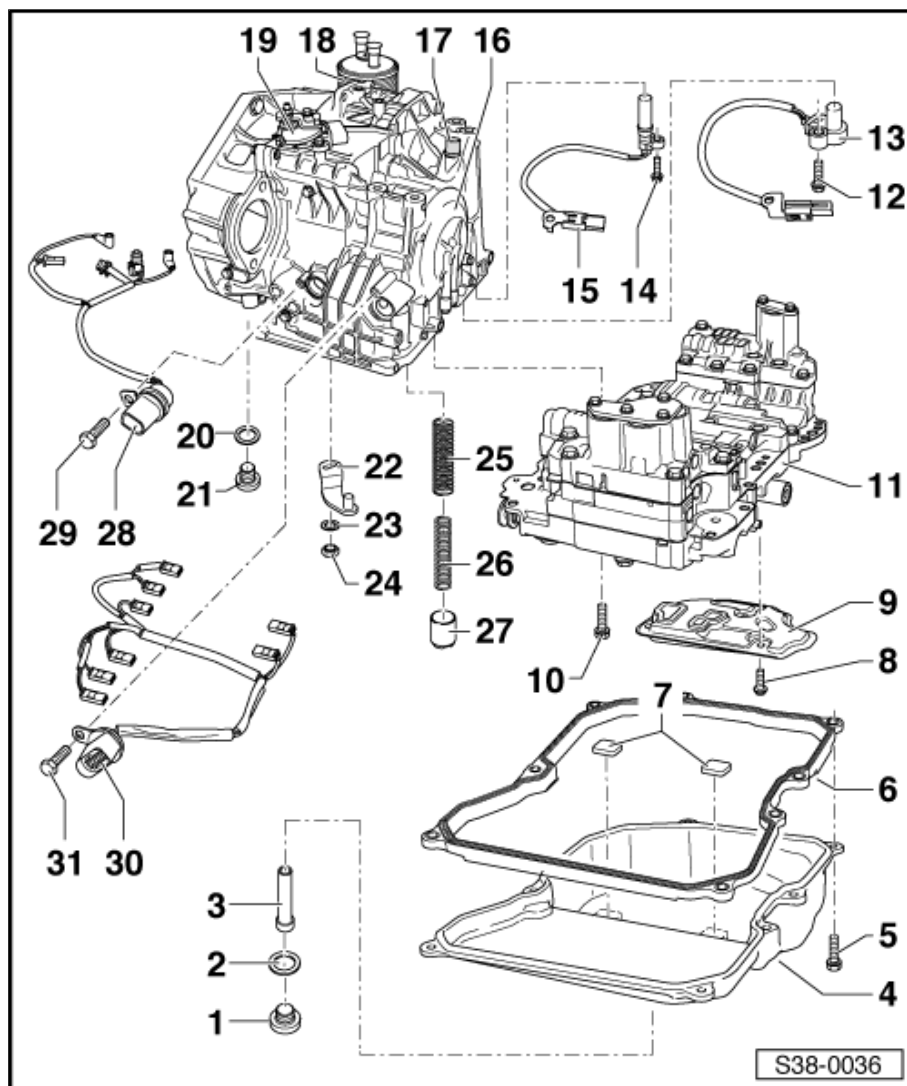
- for fastening power-steering gear to gearbox
- 12 pieces of different length
⇒ [Fig. ““Screw lengths and fitting position at the slide valve body””, page 176](#)
- pay attention to assignment ⇒ Electronic catalogue of original parts
- 8 Nm + 90°
- Replace after disassembly

11 - Slide valve body

- ⇒ [“1.6 Removing and installing the slide valve body”, page 171](#)
- Assignment ⇒ Electronic Catalogue of Original Parts

12 - Screw

- 6 Nm





13 - Gearbox input r.p.m. sender - G182-

- with cable and 2-pin plug connection
- ⇒ [“1.9 Removing and installing the gearbox input r.p.m. sender G182 ”, page 183](#)

14 - Screw

- 7 Nm

15 - Gearbox output r.p.m. sender - G195-

- with cable and 2-pin plug connection
- ⇒ [“1.10 Removing and installing the gearbox output r.p.m. sender G195 ”, page 184](#)

16 - Gearbox housing

17 - ATF bleeder

18 - ATF radiator

- ⇒ [“5.2 Removing and installing ATF radiator”, page 159](#)

19 - Multi-function switch - F125-

- ⇒ [“2.1 Removing and installing the multi-function switch F125 ”, page 185](#)
- ⇒ [“2.2 Setting multi-function switch F125 ”, page 187](#)
- is checked by self-diagnosis

20 - Sealing ring

- replace ⇒ Electronic Catalogue of Original Parts

21 - ATF drain plug

- 40 Nm

22 - Lever

- for inside selector lever shaft at the slide valve body
- ⇒ [“1.6 Removing and installing the slide valve body”, page 171](#)

23 - Washer

24 - Nut

- Pay attention to fitting location of the nut
⇒ [“1.6 Removing and installing the slide valve body”, page 171](#)
- 10 Nm

25 - Large spring

26 - Small spring

27 - Shock absorber piston

28 - Wiring loom with 8-pin plug and integrated gearbox oil temperature sender - G93-

- with O-ring at connector
- Replace O-ring ⇒ Electronic Catalogue of Original Parts
- ⇒ [“1.8 Removing and installing wiring loom with 8-pin plug and integrated gearbox oil temperature sender G93 ”, page 181](#)
- ⇒ [“1.3 Components at wiring loom of 8-pin plug”, page 168](#)

29 - Screw

- 6 Nm

30 - Wiring loom with 14-pin plug

- with O-ring at connector
- Replace O-ring ⇒ Electronic Catalogue of Original Parts
- ⇒ [“1.7 removing and installing wiring loom with 14-pin plug”, page 180](#)

31 - Screw

- 6 Nm

1.3 Components at wiring loom of 8-pin plug

1 - Hydraulic pressure sender 1 for automatic gearbox - G193-

- no longer available as of 12.2004

2 - Plug for gearbox input r.p.m. sender - G182-

3 - Cables for gearbox input r.p.m sender - G182-

4 - Hydraulic pressure sender 2 for automatic gearbox - G194-

- no longer available as of 12.2004

5 - Cables for gearbox output r.p.m sender - G195-

6 - Plug for gearbox output r.p.m. sender - G195-

7 - Holder for the gearbox oil temperature sender - G93-

8 - Gearbox oil temperature sender - G93-

- is integrated in the wiring loom -Pos. B-

A - 8-pin plug

B - Wiring loom for 8-pin plug

- ⇒ ["1.8 Removing and installing wiring loom with 8-pin plug and integrated gearbox oil temperature sender G93", page 181](#)

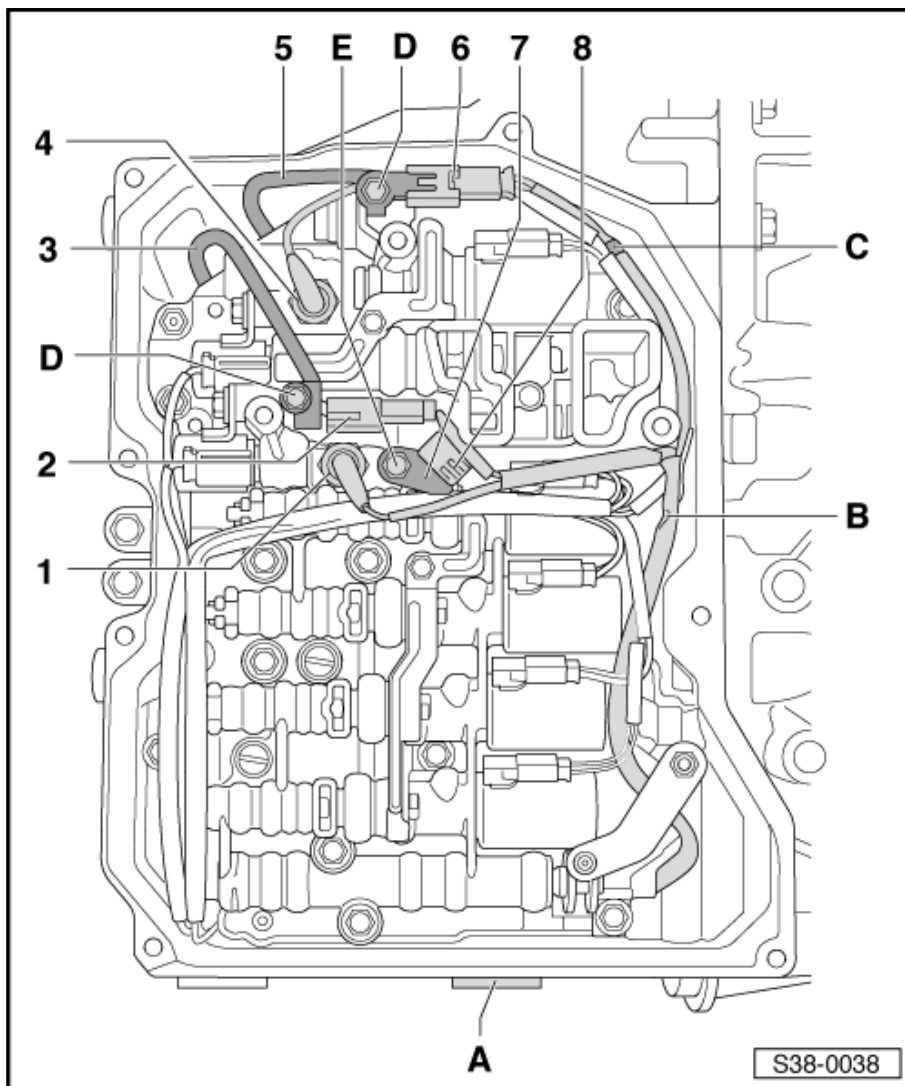
C - Wiring harness bracket

D - Screw

- 7 Nm

E - Screw

- 7 Nm



1.4 Removing and installing oil pan

Special tools and workshop equipment required

- ◆ Catch pan , e.g. -VAS 6208-
- ◆ Protective goggles



Note

⇒ ["2 Information and repair instructions for the automatic gearbox 09G", page 12](#) .

Removing

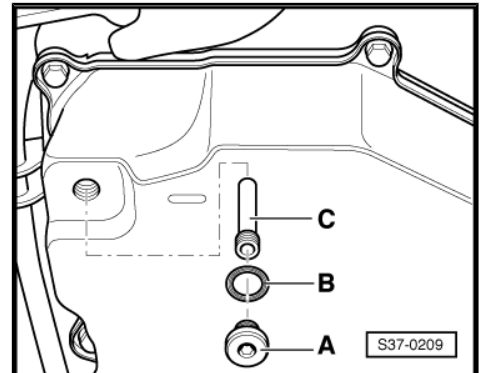
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Position drip tray, e.g. -VAS 6208- under the gearbox.



WARNING

Wear safety goggles.

- Unscrew ATF inspection plug and ATF drain plug-A-.
- Release the overflow tube -C- (5 mm Allen key) and drain remaining ATF.



- Loosen the 8 screws -arrows- of the oil pan crosswise.



WARNING

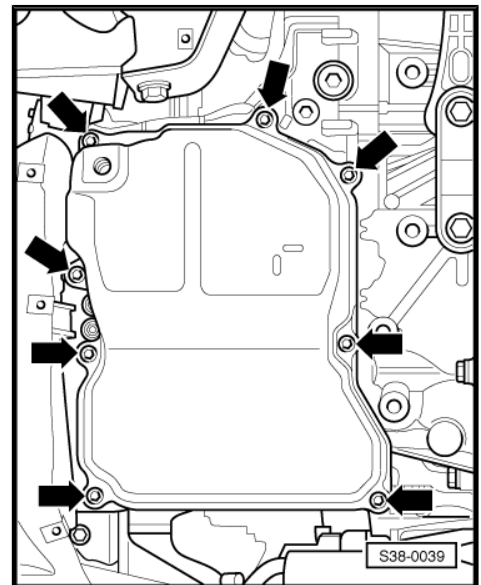
There is still ATF in the oil pan because not all of it could be drained via the drain opening.

- Remove oil pan together with the oil pan gasket.

Install

Installation is performed in the reverse order, pay attention to the following points:

- Clean the two magnets Pos. 7 in the oil pan beads
⇒ [“1.2 Summary of components - oil pan, oil strainer, slide valve body, internal wiring looms”, page 165](#) . Take care that the full surface of the magnets rests against the oil pan.

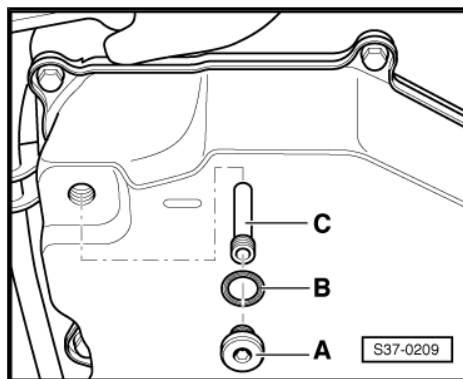


Note

The magnets must be absolutely fitted on the provided points in the oil pan.

- Clean gaskets and sealing surfaces and eliminate residues of oil.
- Pay attention to correct fitting of oil pan gasket.
- When positioning the oil pan no cables must be trapped.
- Screw in the 8 screws of the oil pan crosswise.
- Replace gasket ring of ATF drain plug ⇒ Electronic Catalogue of Original Parts .

- Install overflow tube -C- (with 5 mm Allen key).
- Top up with ATF and inspect ATF level ⇒ [“4 ATF”, page 147](#) .
- Gasket ring -B- of ATF inspection plug must be replaced after the ATF level inspection ⇒ Electronic Catalogue of Original Parts .



Tightening torques

Component	Nm
Overflow in oil pan	⇒ “1.2 Summary of components - oil pan, oil strainer, slide valve body, internal wiring looms”, page 165
ATF inspection plug to oil pan	⇒ “1.2 Summary of components - oil pan, oil strainer, slide valve body, internal wiring looms”, page 165
Oil pan to gearbox housing ¹⁾	⇒ “1.2 Summary of components - oil pan, oil strainer, slide valve body, internal wiring looms”, page 165

¹⁾ Tighten crosswise in stages.

1.5 Removing and installing the oil filter



Note

⇒ [“2 Information and repair instructions for the automatic gearbox 09G”, page 12](#) .

Removing

- Removing the oil pan
⇒ [“1.4 Removing and installing oil pan”, page 168](#) .
- Release screws -arrows- for oil strainer.
- Take the oil filter -A- out of the slide valve body.

Install

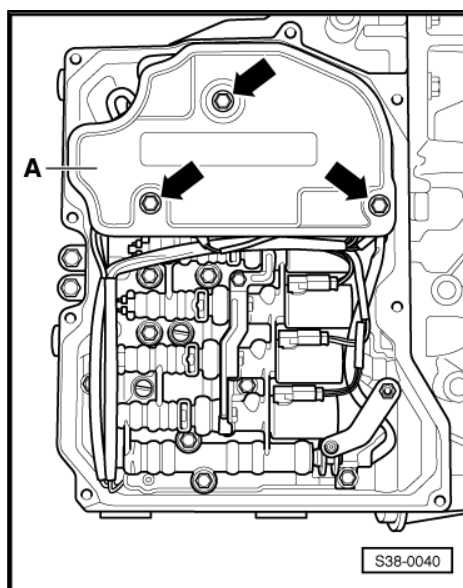
- Thinly coat gaskets on the intake collar of the oil filter (reverse side) with ATF.



Note

If the gaskets on the reverse side of the oil filter for the slide valve body are defective or no longer properly attached to the oil filter, the oil filter must be replaced.

- Position oil filter on the slide valve body and screw in screws -arrows- to tightening torque, and tighten
⇒ [“1.2 Summary of components - oil pan, oil strainer, slide valve body, internal wiring looms”, page 165](#) .
- Installing the oil pan ⇒ [page 169](#) .
- Top up with ATF and inspect ATF level ⇒ [“4 ATF”, page 147](#) .



1.6 Removing and installing the slide valve body

Special tools and workshop equipment required

- ◆ Protective goggles



WARNING

Do not run the engine or tow the vehicle when the oil pan has been removed or without ATF filling.



Note

- ◆ *The slide valve body as well as the wiring looms can be removed even if the gearbox is installed.*
- ◆ *Insert gasket rings with ATF. The use of other lubricants leads to the malfunction of the gearbox hydraulic control system.*
- ◆ *Always replace soiled or faulty slide valve bodies.*
- ◆ *Do not use fluffy cloths.*
- ◆ *⇒ "2 Information and repair instructions for the automatic gearbox 09G", page 12 .*

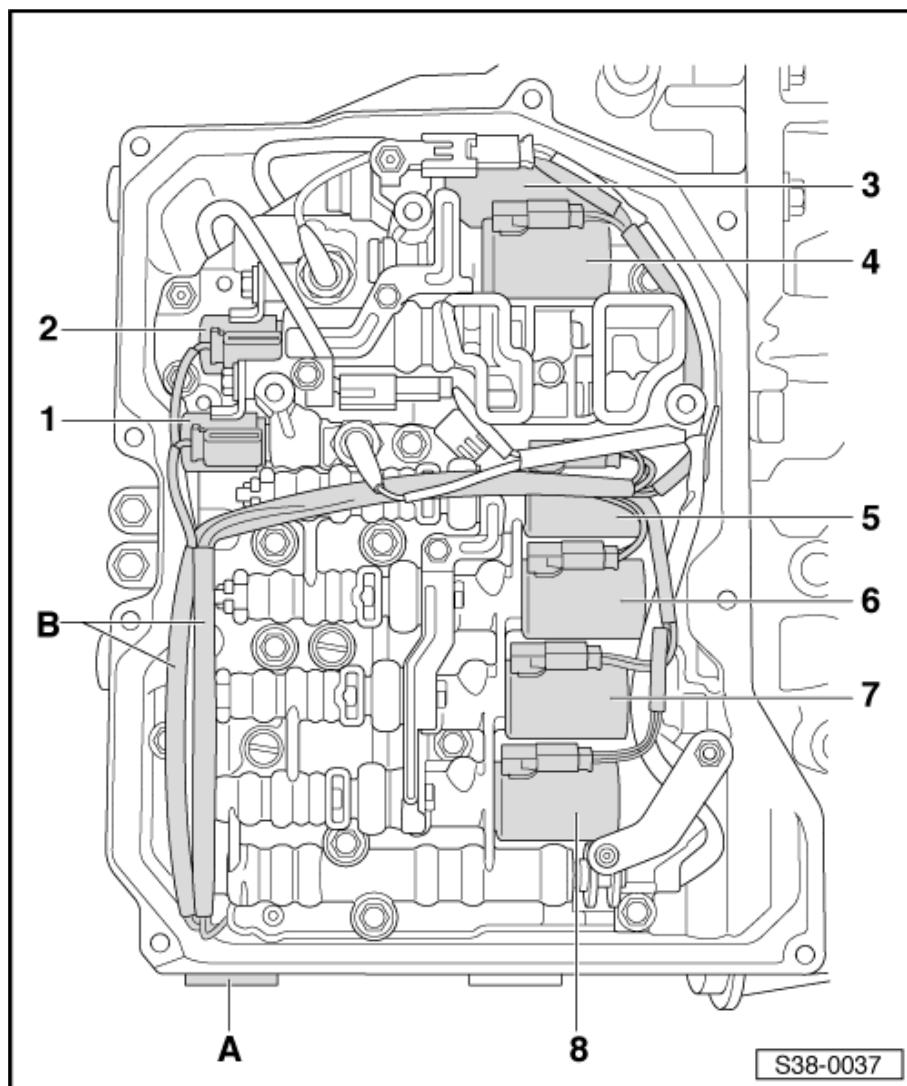
Removing



WARNING

Observe measures when disconnecting and connecting the battery ⇒ Electrical System; Rep. gr. 27 .

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Removing the oil pan
⇒ "1.4 Removing and installing oil pan", page 168 .
- Removing oil filter
⇒ "1.5 Removing and installing the oil filter", page 170 .



- Make a sketch by hand in the same way as for the illustration with all the solenoid valves and their plug connections and mark all the plugs with the corresponding colour. Also mark the related cables with the corresponding colours.



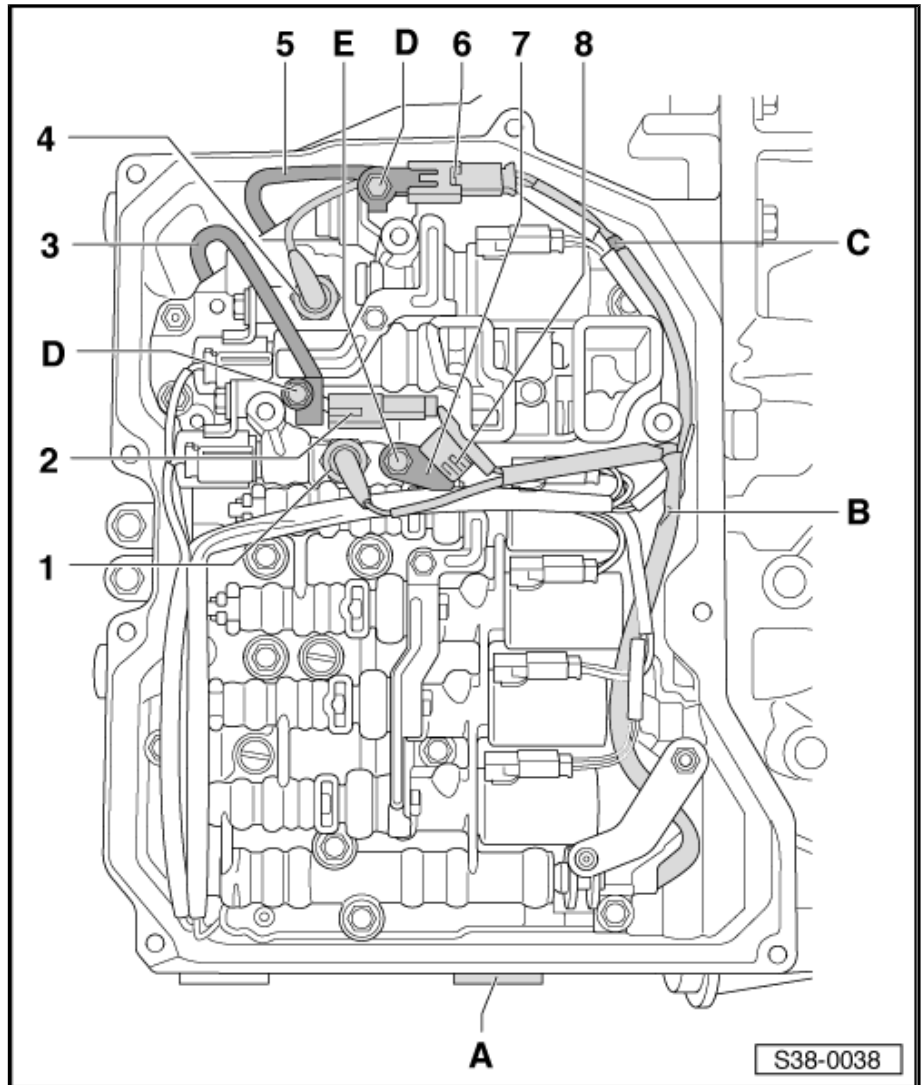
Note

- ◆ *This sketch is absolutely necessary, so that the plugs on the solenoid valves are not inadvertently interchanged when re-installing the slide valve body.*
- ◆ *Under certain circumstances an interchange of the plugs could lead to a destruction of the gearbox.*
- With a small screwdriver, lever up the catches on the connectors at the solenoid valves -Pos. 1...8- and pull out the connectors.



Note

In case of damage of the plug connections, the entire wiring harness with 14-pin plug or the slide valve body with the solenoid valves must be replaced.



- Unscrew the 3 screws -D- and -E-.
- Carefully disconnect the following plug connections:

i Note

Plug connection -1- and plug connection -4- are not available as of 12.2004.

- Plug connection -1- for hydraulic pressure sender - G193- .
- Plug connection -2- for gearbox input r.p.m. sender - G182- .
- Plug connection -4- for hydraulic pressure sender 2 - G194- .
- Plug connection -6- for gearbox output r.p.m. sender - G195- .
- Carefully pull the gearbox oil temperature sender - G93- -8- together with the bracket -7- out of the slide valve body.

i Note

When re-installing, pay attention to the attachment of the bracket on the gearbox oil temperature sender - G93- .



- Unhook wiring loom at bracket -C-.



Note

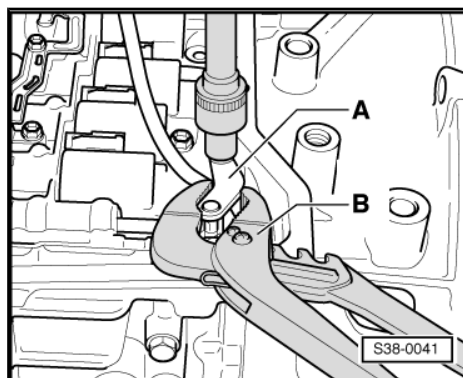
In case of damage of the plug connections (depending on the defective plugs), the wiring loom with 8-pin plug or the gearbox input r.p.m. sender - G182- or the gearbox output r.p.m. sender - G195- must be replaced.

- Remove gearshift lever -A- on the gearshift shaft.

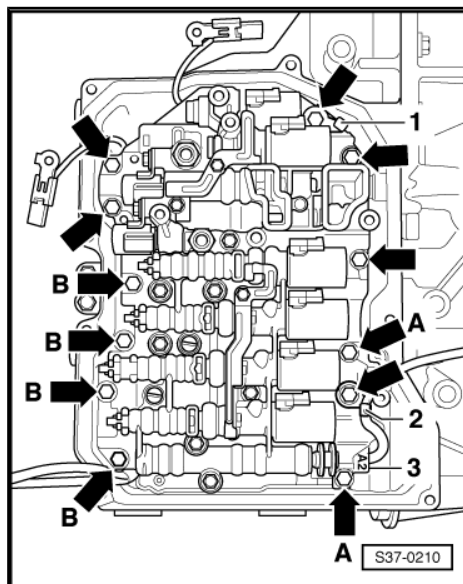


Note

- ◆ *Carefully hold the gearshift lever -A- with combination pliers -B-, so that the torque is not transmitted onto the multi-function switch - F125- .*
- ◆ *Pay attention to the slide valve in the slide valve body, in which the gearshift lever is engaged, so that it is not damaged.*



- Loosen the fixing screws -arrows- of the slide valve body crosswise and carefully remove the slide valve body.
 - Remove the bracket -1- and -2-.
- 3 - Designation of slide valve body, here e.g. "A2"



i Note

- ◆ *Observe when installing that the screws have different lengths and must be replaced.*
- ◆ *Only the marked fixing screws -arrows- must be released.*
- ◆ *When releasing other screws the function of the slide valve body can be impaired or the slide valve body splits.*
- ◆ *When removing the slide valve body, the shock absorber piston -E- must be secured against dropping out or removed together with both springs.*

Install

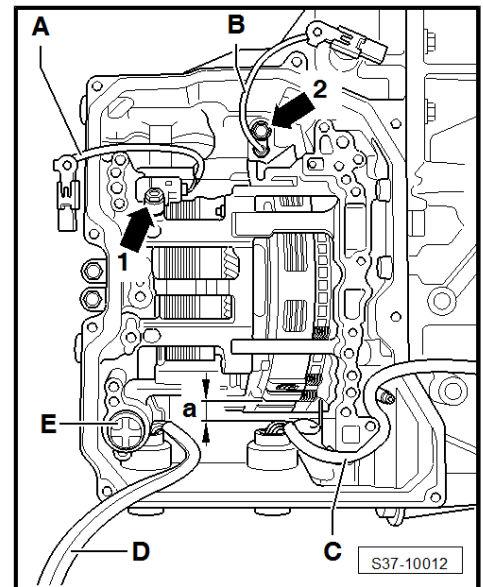
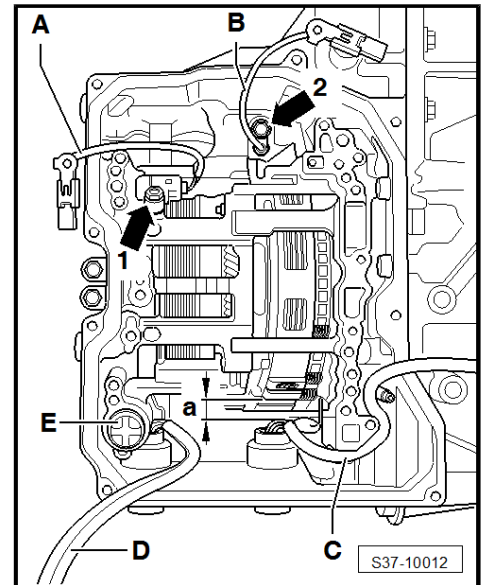
i Note

- ◆ *The routing of the cables must be accurately observed, so that when positioning the slide valve body they are not trapped or damaged.*
- ◆ *Damaged or trapped cables must always be replaced.*

- Route the wiring loom -C- (with 8-pin plug) according to the illustration in the specified recess in the slide valve body.
- The wiring loom -C- must not rest against the planetary gearbox. The clearance -a- must be maintained, so that the wiring loom is not chafed in the driving mode.
- Route the wiring looms -A-, -B- and -D- according to the illustration over the gearbox border.
- Make sure that the shock absorber piston -E- is installed in the illustrated location in the gearbox.

i Note

- ◆ *If the shock absorber piston -E- was removed, it must be cleaned together with both springs and installed according to the illustration*
⇒ *["1.2 Summary of components - oil pan, oil strainer, slide valve body, internal wiring looms", page 165 Pos. 27, Pos. 26 and Pos. 25.](#)*
- ◆ *To do so insert both springs into each other, coat the outer wall of the shock absorber piston and the opening in the gearbox with ATF and insert all parts in the gearbox.*
- ◆ *Press the shock absorber piston in the gearbox and secure against falling out, until the slide valve body is positioned.*
- Position the slide valve body without force.





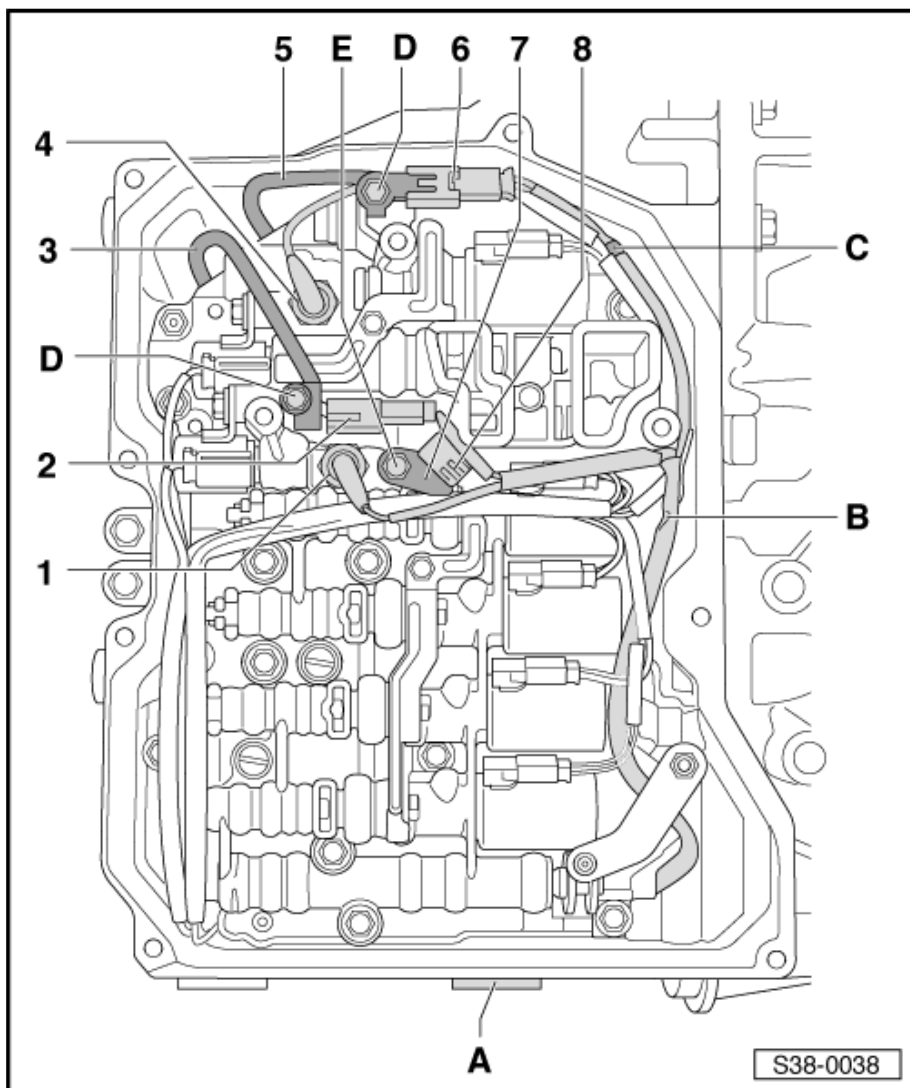
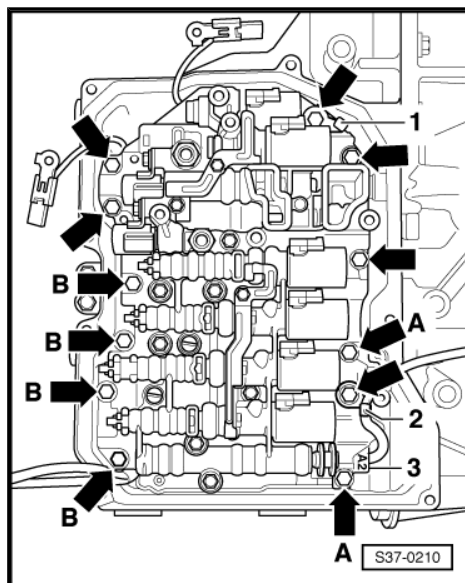
Screw lengths and fitting position at the side valve body

- Wiring harnesses must not be trapped by the slide valve body, trapped cables must always be replaced => Electronic Catalogue of Original Parts .
- All fixing screws for slide valve body must be replaced => Electronic Catalogue of Original Parts .
- Screw on by hand the bracket for the wiring loom -1- and -2- with the corresponding screws.
- Tighten remaining screws for slide valve body -arrows- by hand.
- Pay attention to the screw lengths:

Arrow - screw M6 × 21

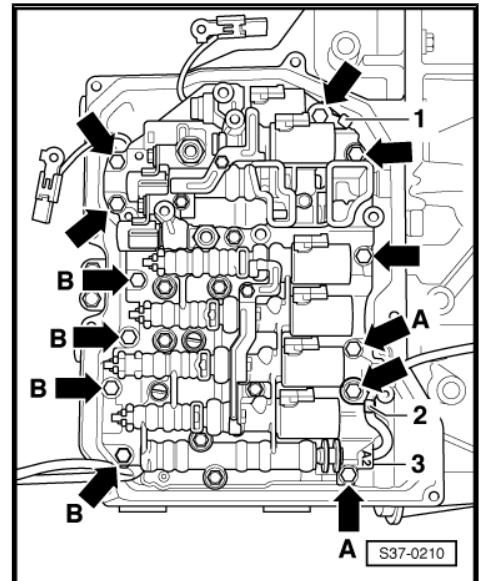
Arrow A - screw M6 × 16

Arrow B - screw M6 × 28



i Note

- ◆ *If the cable -3- (for gearbox input rpm sender - G182-) is too short, in order to screw the plug connection -2- on the provided point onto the slide valve body, it was wrongly routed or trapped by the slide valve body, then the slide valve body must be removed again and the cable must be correctly routed.*
 - ◆ *Trapped cables must be replaced ⇒ Electronic Catalogue of Original Parts .*
- Make sure that no cables are in fact trapped.
- After this, tighten the screws -arrows- for the slide valve body from the outside to the inside to a final torque ⇒ [page 180](#) .

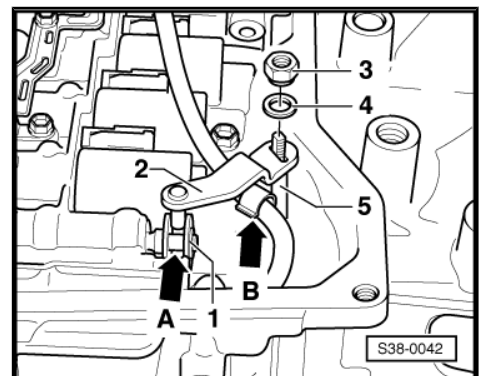


- Hang the wiring loom in the bracket -B-.
- Position the gearshift lever -2- on the gearshift shaft -5-.

i Note

Make sure that the pin of the gearshift lever -2- engages in the slide valve -1- -arrow A-. If necessary the slide valve must be moved accordingly out or into the slide valve body.

- Fit washer -4- and nut -3- onto the gearshift shaft.



i Note

- ◆ *The centering collar of the nut must point to the washer and when screwing on catch in the washer.*
- ◆ *The wiring loom must be routed below the gearshift lever.*

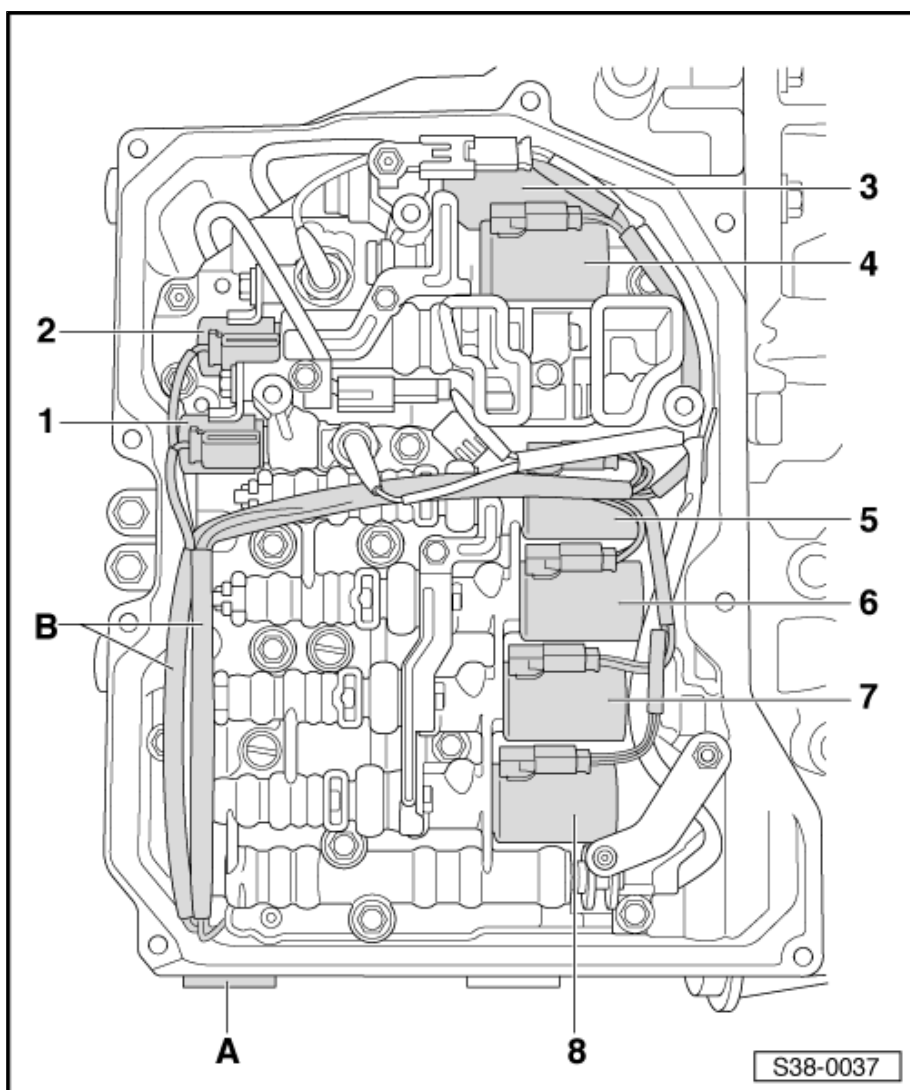
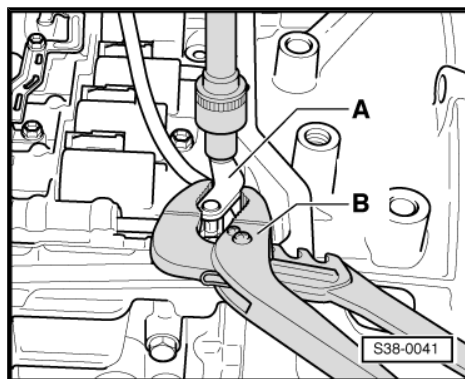


- Tighten nut to tightening torque
⇒ "1.2 Summary of components - oil pan, oil strainer, slide valve body, internal wiring looms", page 165 .



Note

- ◆ Carefully hold the gearshift lever -A- with combination pliers -B-, so that the torque is not transmitted onto the multi-function switch - F125 - .
- ◆ Pay attention to the slide valve in which the gearshift lever on the slide valve body is engaged so that it is not damaged.

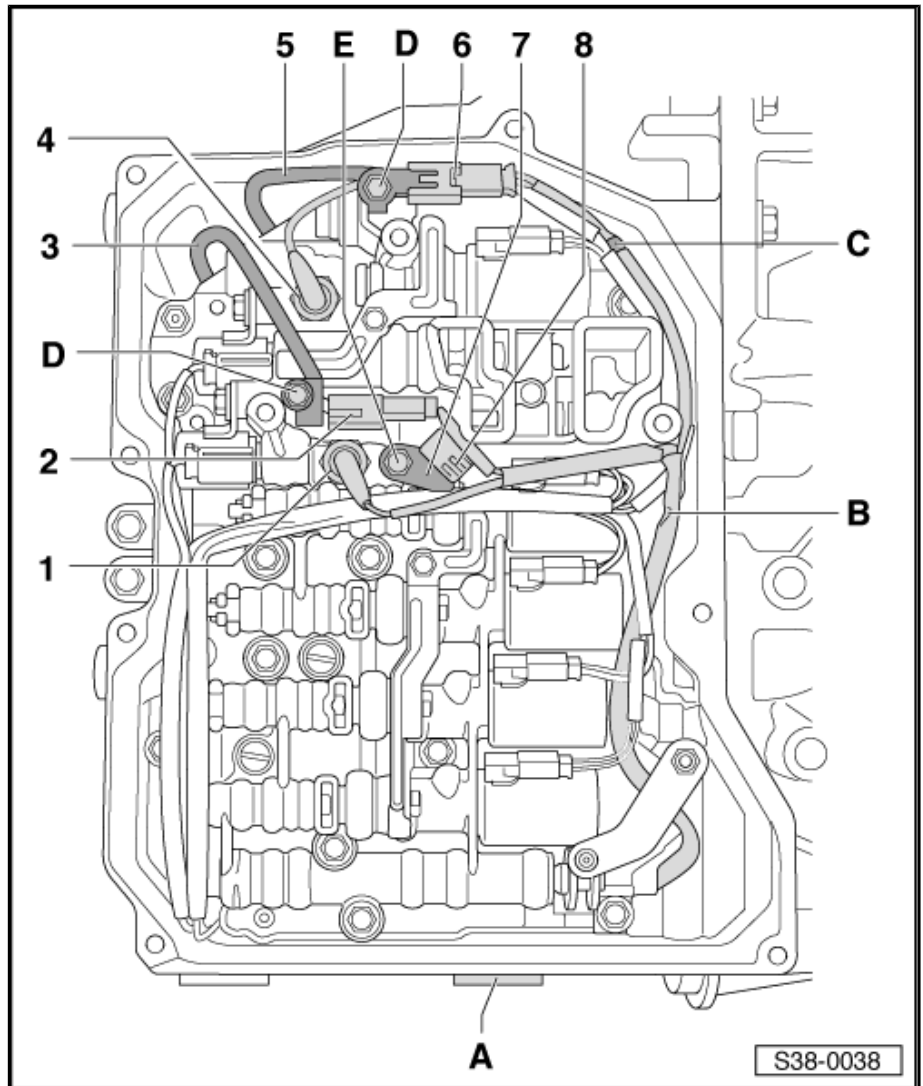


- Connect plug connections -1...8- according to the sketches made by hand on the solenoid valves during removal. Absolutely pay attention to the colours of the plug connections and cables.
- Route the wiring harness -B- in the same way as the illustration.



Caution

Under certain circumstances an interchange of the plugs could lead to a destruction of the gearbox.



- Mount plug -2-.
- Mount plug -6-.



Note

The connector lines must have the same colour as the respective plugs.

- Position bracket -7- on the gearbox oil temperature sender - G93- -8-.
- Insert gearbox oil temperature sender - G93- together with the bracket in the slide valve body and tighten the screw (M6) -E-.
- Fit plug connections -1- and -5- onto the pressure sender.



- Secure plug connections -2- and -6- with screws M5 -D- at slide valve body.



Note

- ◆ *If the cable -3- (for gearbox input rpm sender - G182-) is too short, in order to screw the plug connection -2- on the provided point onto the slide valve body, it was wrongly routed or trapped by the slide valve body, then the slide valve body must be removed again and the cable must be correctly routed.*
- ◆ *Trapped cables must be replaced.*
- Hang the wiring harness -B- in the bracket -C- and route in the same way according to the illustration.
- Install oil filter
⇒ ["1.5 Removing and installing the oil filter", page 170](#) .
- Installing the oil pan ⇒ [page 169](#) .
- Top up with ATF and inspect ATF level ⇒ ["4 ATF", page 147](#) .

Tightening torques

Component	Nm
Slide valve body to gearbox housing (from outside to the inside) M6 screws, pay attention to different screw lengths ¹⁾	⇒ "1.2 Summary of components - oil pan, oil strainer, slide valve body, internal wiring looms", page 165
Gearshift lever on gearshift shaft (nut)	⇒ "1.2 Summary of components - oil pan, oil strainer, slide valve body, internal wiring looms", page 165
Gearbox oil temperature sender - G93- (M6 screw with bracket to slide valve body)	⇒ "1.2 Summary of components - oil pan, oil strainer, slide valve body, internal wiring looms", page 165
2 x plug for the speed sender (M5 screw with bracket to slide valve body)	⇒ "1.2 Summary of components - oil pan, oil strainer, slide valve body, internal wiring looms", page 165

¹⁾ Replace bolts.

1.7 removing and installing wiring loom with 14-pin plug



Note

⇒ ["2 Information and repair instructions for the automatic gearbox 09G", page 12](#) .



WARNING

Observe measures when disconnecting and connecting the battery ⇒ Electrical System; Rep. gr. 27 .

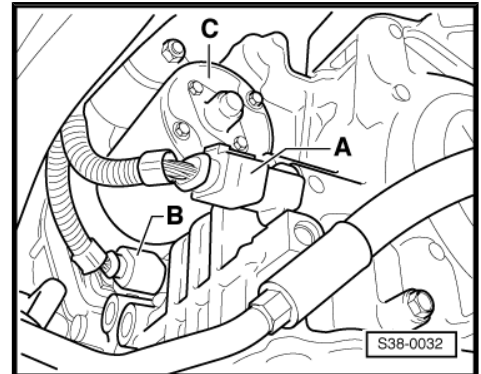
Removing

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Removing the oil pan
⇒ ["1.4 Removing and installing oil pan", page 168](#) .

- Removing oil filter
⇒ [“1.5 Removing and installing the oil filter”, page 170](#) .
- Remove the slide valve body
⇒ [“1.6 Removing and installing the slide valve body”, page 171](#) .

With gearbox installed

- Unplug the 14 pin plug connection -A- from gearbox plug.



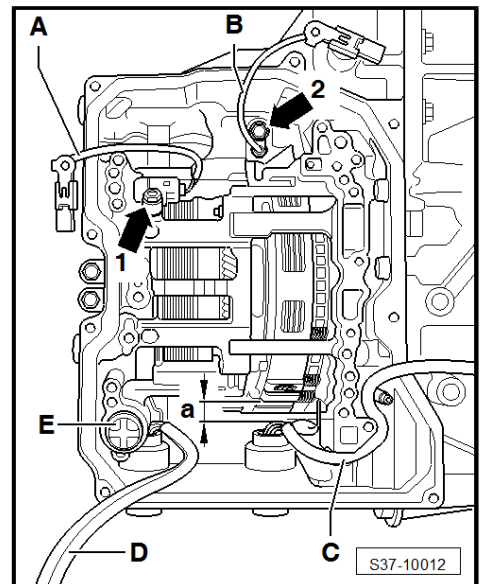
Continued for all gearboxes

- Unscrew fixing screw of 14-pin plug outside the gearbox housing.
- Pull the plug out of the gearbox housing and carefully guide through the wiring loom -D-.

Install

Installation is performed in the reverse order, pay attention to the following points:

- Replace O-ring at plug ⇒ Electronic Catalogue of Original Parts .
- Moisten O-ring with ATF.
- Press plug with positioned O-ring up to the stop into the gearbox.



Tightening torque

Component	Nm
Locking screw for 14-pin plug	⇒ “1.2 Summary of components - oil pan, oil strainer, slide valve body, internal wiring looms”, page 165

1.8 Removing and installing wiring loom with 8-pin plug and integrated gearbox oil temperature sender - G93-

⇒ [“1.3 Components at wiring loom of 8-pin plug”, page 168](#) .



Note

⇒ [“2 Information and repair instructions for the automatic gearbox 09G”, page 12](#) .



WARNING

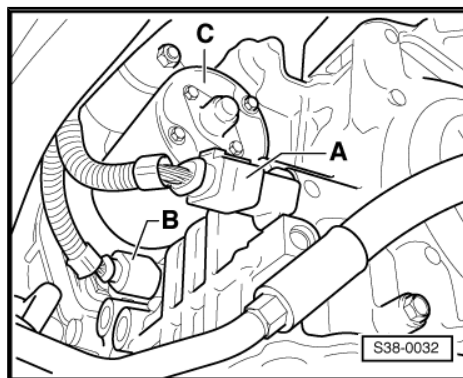
Observe measures when disconnecting and connecting the battery ⇒ Electrical System; Rep. gr. 27 .

Removing

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Removing the oil pan
⇒ ["1.4 Removing and installing oil pan", page 168 .](#)
- Removing oil filter
⇒ ["1.5 Removing and installing the oil filter", page 170 .](#)
- Remove the slide valve body
⇒ ["1.6 Removing and installing the slide valve body", page 171 .](#)

With gearbox installed

- Unplug the 8 pin plug connection -B- from gearbox plug.



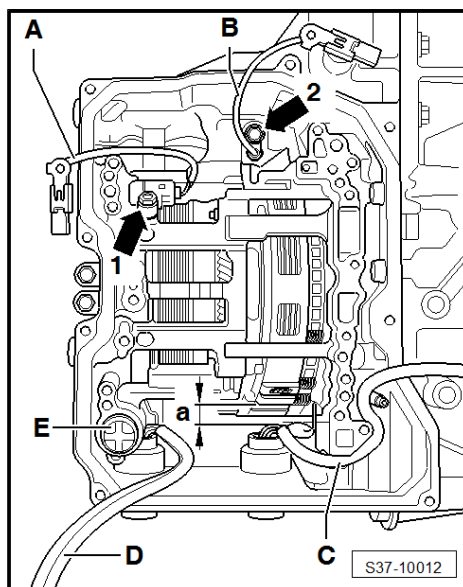
Continued for all gearboxes

- Unscrew fixing screw of 8-pin plug outside the gearbox housing.
- Pull the plug out of the gearbox housing and carefully guide through the wiring loom -C-.

Install

Installation is performed in the reverse order, pay attention to the following points:

- Replace O-ring at plug ⇒ Electronic Catalogue of Original Parts .
- Moisten O-ring with ATF.
- Press plug with positioned O-ring up to the stop into the gearbox.



Tightening torque

Component	Nm
Locking screw for 8-pin plug	⇒ "1.2 Summary of components - oil pan, oil strainer, slide valve body, internal wiring looms", page 165

1.9 Removing and installing the gearbox input r.p.m. sender - G182-



Note

⇒ [“2 Information and repair instructions for the automatic gearbox 09G”, page 12](#) .



WARNING

Observe measures when disconnecting and connecting the battery ⇒ Electrical System; Rep. gr. 27 .

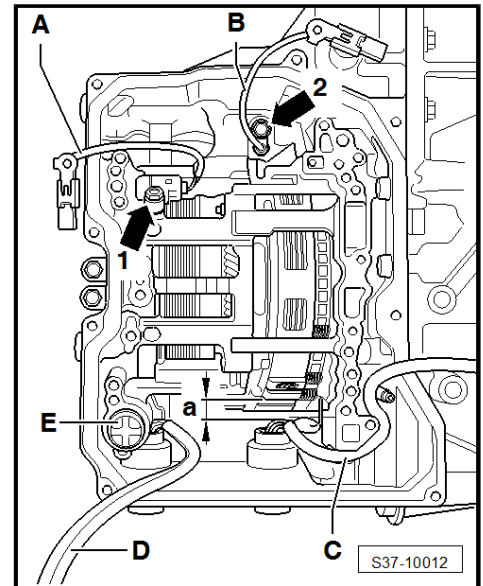
Removing

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Removing the oil pan
⇒ [“1.4 Removing and installing oil pan”, page 168](#) .
- Removing oil filter
⇒ [“1.5 Removing and installing the oil filter”, page 170](#) .
- Remove the slide valve body
⇒ [“1.6 Removing and installing the slide valve body”, page 171](#) .
- Release screw -1-.
- Pull gearbox input r.p.m. sender - G182- with cable -A- out of the gearbox.

Install

Installation is performed in the reverse order, pay attention to the following points:

- Carefully press gearbox input r.p.m. sender - G182- up to the stop into the gearbox.



Tightening torque

Component	Nm
Gearbox input r.p.m. sender - G182- to gearbox, M6 screw	⇒ “1.2 Summary of components - oil pan, oil strainer, slide valve body, internal wiring looms”, page 165

1.10 Removing and installing the gearbox output r.p.m. sender - G195-



Note

⇒ ["2 Information and repair instructions for the automatic gearbox 09G", page 12](#) .



WARNING

Observe measures when disconnecting and connecting the battery ⇒ *Electrical System; Rep. gr. 27* .

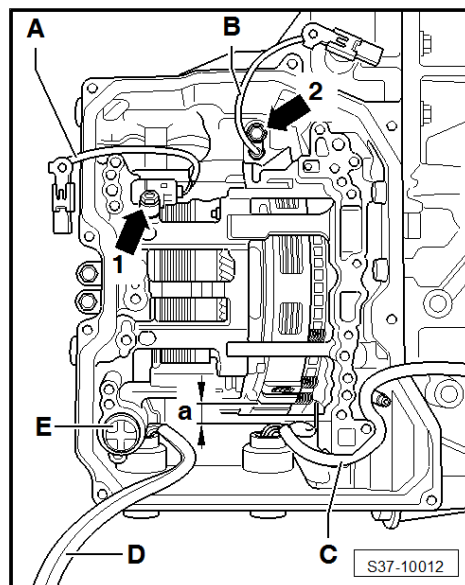
Removing

- Disconnect the battery-earth strap with the ignition off ⇒ *Electrical System; Rep. gr. 27* .
- Removing the oil pan
⇒ ["1.4 Removing and installing oil pan", page 168](#) .
- Removing oil filter
⇒ ["1.5 Removing and installing the oil filter", page 170](#) .
- Remove the slide valve body
⇒ ["1.6 Removing and installing the slide valve body", page 171](#) .
- Release screw -2-.
- Pull gearbox output r.p.m. sender - G195- with cable -B- out of the gearbox.

Install

Installation is performed in the reverse order, pay attention to the following points:

- Moisten O-ring at sender with ATF.
- Carefully press gearbox output r.p.m. sender - G195- up to the stop into the gearbox.



Tightening torque

Component	Nm
Gearbox input r.p.m. sender - G195- to gearbox, M5 screw	⇒ "1.2 Summary of components - oil pan, oil strainer, slide valve body, internal wiring looms", page 165

2 Removing, installing and setting multi-function switch - F125-

⇒ ["2.1 Removing and installing the multi-function switch F125", page 185](#)

⇒ ["2.2 Setting multi-function switch F125", page 187](#)

2.1 Removing and installing the multi-function switch - F125-

Removing

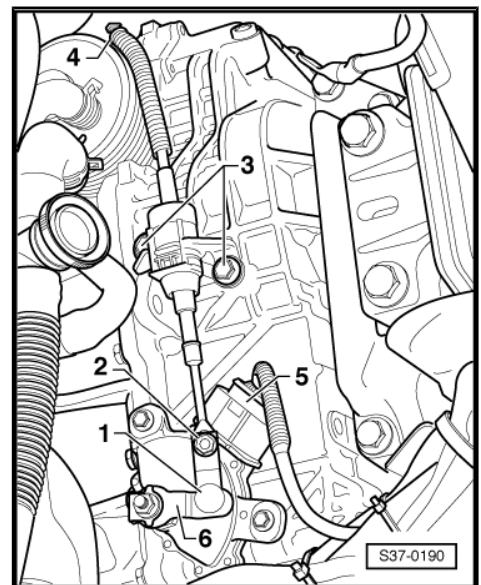
- Shift selector lever to position "N".
- Switch off ignition.
- Remove air filter ⇒ Engine; Rep. gr. 24 .
- Lever off the selector lever control cable -1- from the gearshift lever -6-, e.g using an open-end wrench, while ensuring that the selector lever control cable does not get kinked.



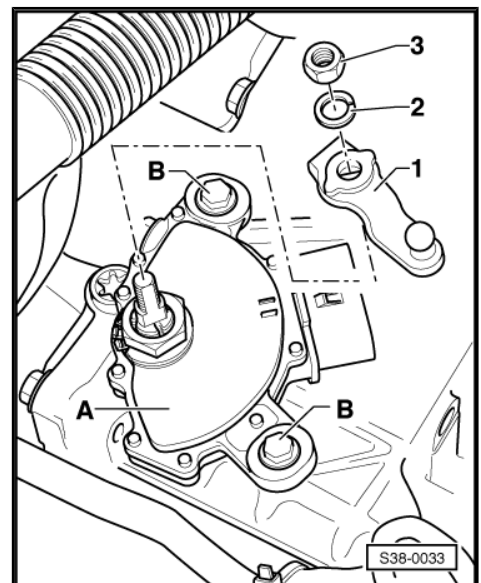
Note

Do not release screw -2-.

- Unplug connector -5- at multi-function switch.



- Remove gearshift lever -1-.



- Bend back the hooks of the circlip -2- using a screwdriver.

i Note

If one or several hooks of the circlip break off by bending, the circlip must be replaced ⇒ Electronic Catalogue of Original Parts .

- Remove nut -3- with washers -2- and -1-.
- Unscrew the 2 screws -B- and pull off the multi-function switch -A- upwards over the gearshift shaft.

Install

Installation is carried out in the reverse order. Pay attention to the following:

- Fit the multi-function switch - F125- onto the gearshift shaft.
- Tighten the fixing screws -B- for multi-function switch by hand.
- Fit washers -1-, -2- and nut -3- onto the gearshift shaft.
- Secure the nut by bending up the hooks to the circlip -2-.

i Note

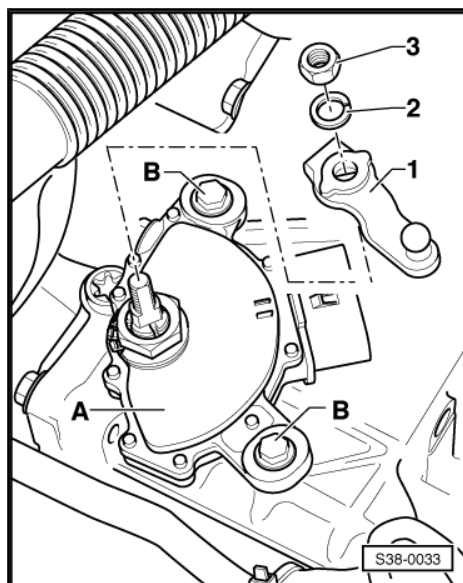
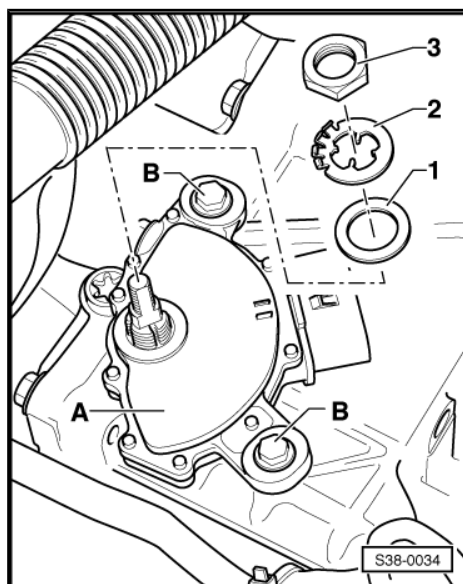
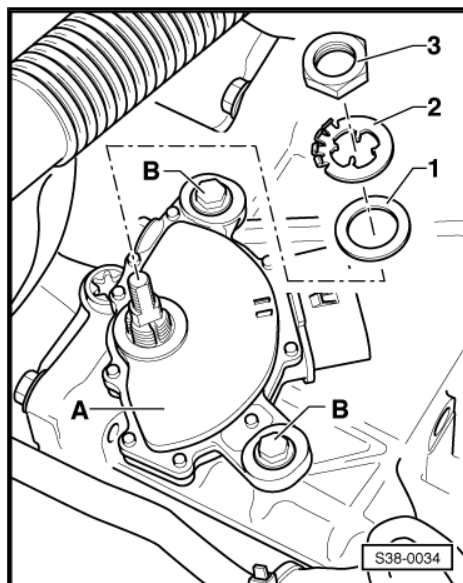
If one or several hooks of the circlip break off by bending, the circlip must be replaced ⇒ Electronic Catalogue of Original Parts .

- Setting multi-function switch - F125-
⇒ ["2.2 Setting multi-function switch F125", page 187](#) .

- Install gearshift lever -1-.

i Note

The gearbox must remain in the position "N", if necessary shift back into "N".



- The plug -5- is placed onto the multi-function switch.
- Push selector lever control cable -1- onto the gearshift lever -6-, while ensuring that the selector lever control cable does not get kinked.

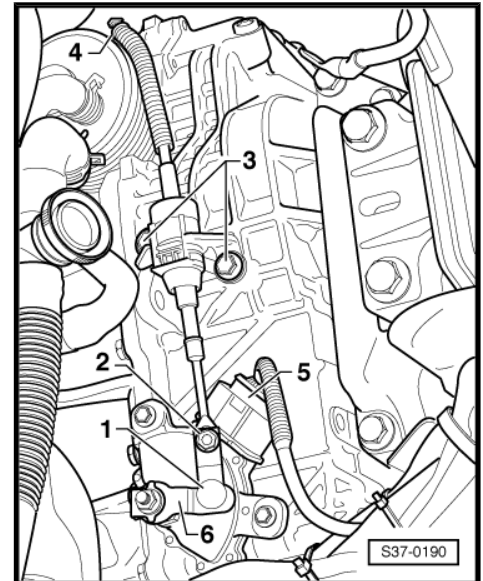
i Note

Under some circumstances the gearshift lever must be shifted in the correct position, in order to be able to push on the selector lever control cable.

- Inspect setting of selector lever control cable
⇒ ["2.3 Inspecting and adjusting the selector lever control cable", page 55](#) .

Tightening torques

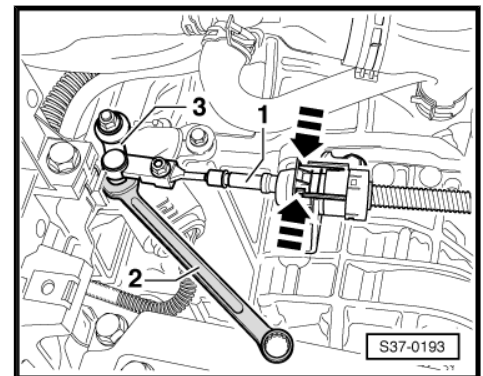
Component	Nm
Multi-function switch - F125- to gearshift shaft	7
Gearbox shift lever to gearshift shaft	13



2.2 Setting multi-function switch - F125-

Special tools and workshop equipment required

- ◆ Setting gauge - T10173-
- Shift selector lever to position "N".
- Switch off ignition.
- Remove air filter ⇒ Engine; Rep. gr. 24 .
- Lever off the selector lever control cable -1- from the gearshift lever -3-, e.g using an open-end wrench -2-, while ensuring that the selector lever control cable does not get kinked.



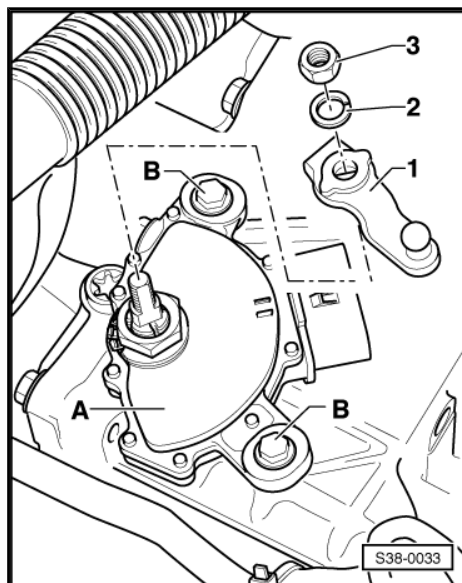


- Remove gearshift lever -1-.
- Loosen both screws -B-.

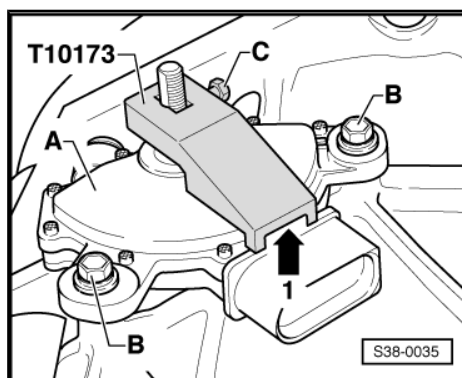


Note

Do not release the screws.



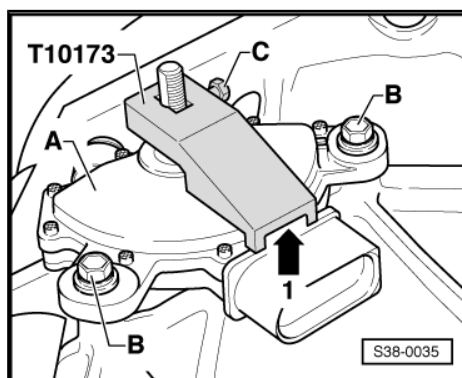
- Fit the setting gauge - T10173- onto the gearshift shaft.



- Turn the multi-function switch -A- until the peg of the plug -arrow 1- engages in the groove of the setting gauge - T10173- .

If the peg of the plug cannot engage into the groove of the setting gauge, then the gearbox is no longer in the position "N". In this case, the gearbox must be shifted again with the setting gauge into the position "N":

To do so turn the setting gauge to the front or to the rear, until the peg of the plug -arrow 1- can engage into the groove of the setting gauge - T10173- (if necessary slightly turn the multi-function switch -A-).



- Fix the setting gauge - T10173 - to the gearshift shaft using a knurled screw -C-
- Tighten both screws -B- to tightening torque 6 Nm.
- Remove setting gauge from gearshift shaft.

Further installation occurs in reverse order.

- Inspect setting of selector lever control cable
⇒ ["2.3 Inspecting and adjusting the selector lever control cable", page 55](#) .

39 – Final drive - differential

1 Replace the flange shaft gasket rings

⇒ [“1.1 Replacing the left flange shaft gasket ring”, page 189](#)

⇒ [“1.2 Replacing the right flange shaft seal ring”, page 190](#)

1.1 Replacing the left flange shaft gasket ring

Gasket ring can be replaced with the gearbox installed.

Special tools and workshop equipment required

- ◆ Thrust piece - T10176-
- ◆ Extractor - T10055-
- ◆ Adapter - T10055/2-

Removing



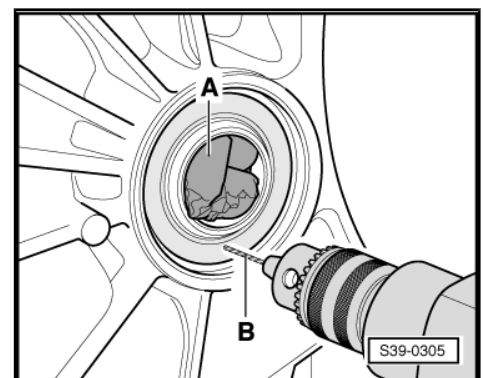
Note

- ◆ ⇒ [“2 Information and repair instructions for the automatic gearbox 09G”, page 12](#).
- ◆ *Gasket rings can be replaced with the gearbox installed.*
- ◆ *The left drive shaft is completely removed.*
- ◆ *The right drive shaft remains on the vehicle and is only removed from the gearbox.*
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Position drip tray, e.g. -VAS 6208- under the gearbox.
- Remove drive shaft, left ⇒ Chassis, axles, steering; Rep. gr. 40 .
- Close opening for drive shaft at gearbox with a clean cloth -A-.
- Drill a hole in the outer metal of the gasket ring with a commercially available twist drill -B- (\varnothing 2 to 4 mm).



Note

- ◆ *Grease drill -B- in such a way that the metal swarfs adhere.*
- ◆ *Only drill through the metal of the ring, otherwise the gearbox may be damaged.*





- Screw a sheet metal screw with a diameter of approx. 4 mm into the drilled hole of the gasket ring -arrow-.



Note

The sheet metal screw must not be screwed in too deep, so that the bearing behind the gasket ring is not damaged.

- Remove the gasket ring with the extractor - T10055- and adapter - T10055/2- .

If the metal plate ring of the gasket ring is pulled out:

- Lever out the remaining shaft seal with a screwdriver -A-.
- Remove cloth -A- and thoroughly clean the gearbox.



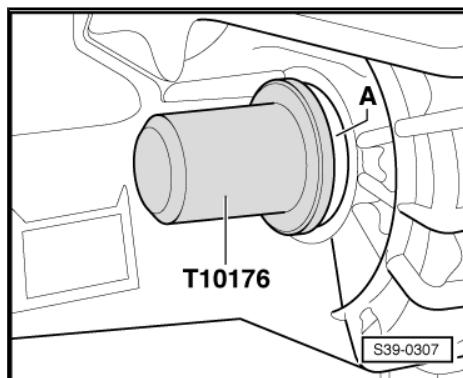
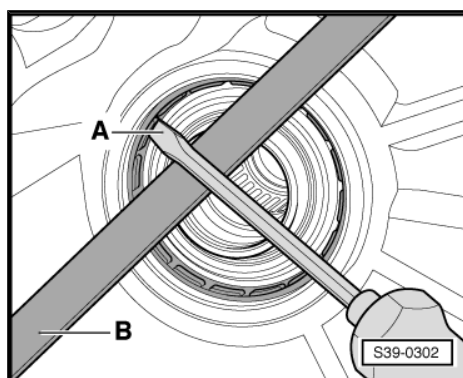
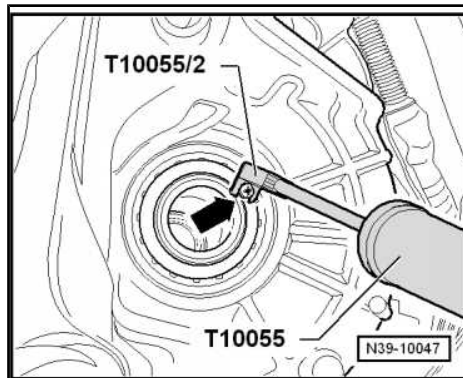
WARNING

No metal swarfs must enter into the gearbox and into the opening for the drive shaft, if necessary suction off these swarfs.

Install

Installation is carried out in the reverse order. Pay attention to the following:

- Coat the exterior area with ATF and half fill the space between the sealing lips with sealing grease - G 052 128 A1- .
- Fitting position: The open side of the gasket ring faces towards the gearbox.
- Position new seal ring by hand and press in as far as possible, so that the shaft seal is fixed in the gearbox housing.
- Position pressure plate - T10176- in the middle on the shaft seal -A-.
- Drive the new gasket ring up to the stop in the pressure plate; do not tilt the gasket ring.
- Install drive shaft, left => Chassis, axles, steering; Rep. gr. 40 .
- Inspecting ATF level and if necessary topping up => ["4.1 Check the ATF level level and top up", page 147](#) .
- Install the noise insulation => Body Work; Rep. gr. 50 .



Tightening torque

Flange shaft to gearbox	=> Chassis, axles, steering; Rep. gr. 40
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1.2 Replacing the right flange shaft seal ring

Gasket ring can be replaced with the gearbox installed.

Special tools and workshop equipment required

- ◆ Thrust piece - T10177-
- ◆ Extractor - T10055-
- ◆ Adapter - T10055/2-

Removing



Note

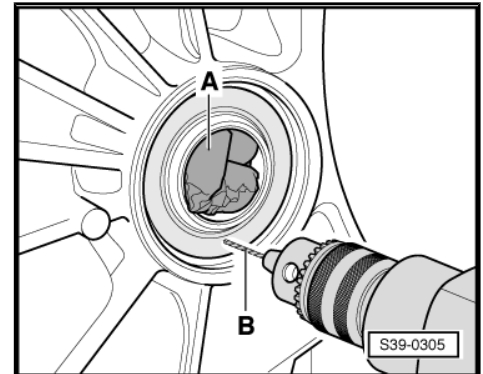
⇒ *"2 Information and repair instructions for the automatic gearbox 09G", page 12.*

- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove drive shaft, right ⇒ Chassis, axles, steering; Rep. gr. 40 .
- Close opening for drive shaft at gearbox with a clean cloth -A-.
- Position drip tray, e.g. -VAS 6208- under the gearbox.
- Drill a hole in the outer metal plate ring of the shaft seal with a commercially available twist drill -B- (\varnothing 2 to 4 mm).



Note

- ◆ *Only drill through the metal plate ring, otherwise the gearbox may be damaged.*
- ◆ *Grease drill -B- in such a way that the metal swarfs adhere.*
- Screw a sheet metal screw with a diameter of approx. 4 mm into the drilled hole of the gasket ring -arrow-.



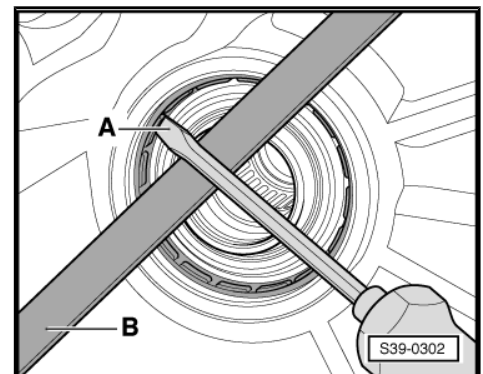
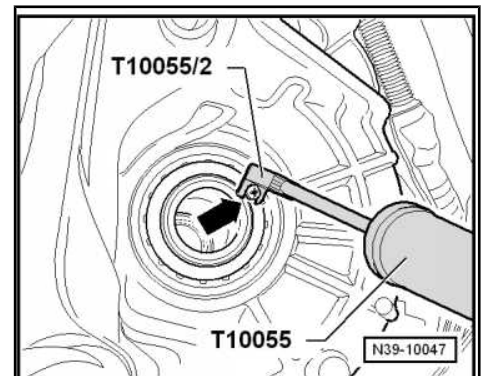
Note

The sheet metal screw must not be screwed in too deep, so that the bearing behind the gasket ring is not damaged.

- Remove the gasket ring with the extractor - T10055- and adapter - T10055/2- .

If the metal plate ring of the gasket ring is pulled out:

- Lever out the remaining shaft seal with a screwdriver -A-.
- Remove cloth -A- and thoroughly clean the gearbox.



WARNING

No metal swarfs must enter into the gearbox and into the opening for the drive shaft, if necessary suction off these swarfs.

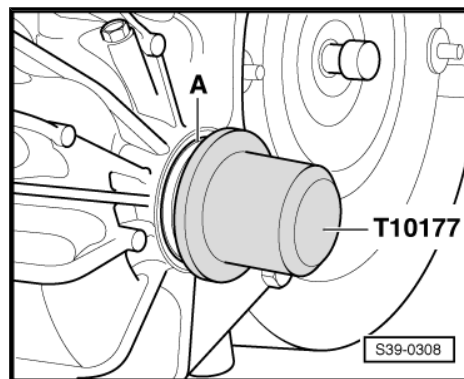
Install

Installation is carried out in the reverse order. Pay attention to the following:

- Coat the exterior area with ATF and half fill the space between the sealing lips with sealing grease - G 052 128 A1- .
- Fitting position: The open side of the gasket ring faces towards the gearbox.
- Position new seal ring by hand and press in as far as possible, so that the shaft seal is fixed in the gearbox housing.



- Position pressure plate - T10177- in the middle on the shaft seal -A-.
- Drive the new gasket ring up to the stop in the pressure plate; do not tilt the gasket ring.
- Install drive shaft, right ⇒ Chassis, axles, steering; Rep. gr. 40 .
- Inspecting ATF level and if necessary topping up
 ⇒ ["4.1 Check the ATF level level and top up", page 147](#) .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



Tightening torque

Flange shaft to gearbox	⇒ Chassis, axles, steering; Rep. gr. 40
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2 Replacing the gasket ring for the gearshift shaft

⇒ ["2.1 Replacing the gasket ring for the gearshift shaft", page 193](#)

2.1 Replacing the gasket ring for the gearshift shaft

Special tools and workshop equipment required

- ◆ Thrust piece - T10174-
- Removing multi-function switch - F125-
⇒ ["2.1 Removing and installing the multi-function switch F125", page 185](#) .
- Remove gasket ring with screwdriver, do not damage the gearshift shaft.
- Coat the exterior area with ATF and half fill the space between the sealing lips with sealing grease - G 052 128 A1- .
- Fitting position: The open side of the gasket ring faces towards the gearbox.

- Drive in the new gasket ring with pressure plate - T10174- up to the stop, do not twist the gasket ring.
- Installing and setting multi-function switch - F125-
⇒ ["2 Removing, installing and setting multi-function switch F125", page 185](#) .

