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Thread: General A2 Servicing Information

Thread Tools Display

21-10-2016, 02:07 PM

#31



Sarge
Dick Chown Award 2015

Virtuoso
My location

Join Date: Sep 2007
Location: Walthamstow East London E17
Posts: 2,703

31

Door trim Aluminium cover removal

First remove door interior trim as in my post 13

The following 'how too' process was done on front passenger door.

This reveals a aluminium plate on the door, this will need to be removed to gain access for door window frame/window mechanism, door lock, door handle.

Disconnect the motor and remove the three screws for the motor and lift off.

On this plate there are 15x torx T30 screws marked in yellow and 4x cross screws marked in red.

Remove these screws and then push the cable glove (interior door handle cable glove) through the hole.

Grip the blue motor mounts from the tab ends close to the plate, and lightly push them through.

Now peel back the plate, please note there will be a foam strip running horizontally that will tear away that also holds the plate to the inside of the door.



Last edited by Sarge; 29-03-2017 at 09:38 PM.



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21-10-2016, 02:34 PM

#32



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Dick Chown Award 2015
Virtuoso
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Location: Walthamstow East
London E17
Posts: 2,703

32

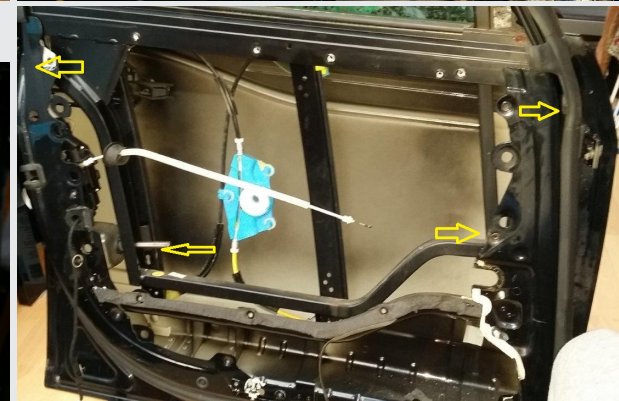
Door window frame removal (with glass)

First remove Door trim as in my Post 13, then follow post 31.

Process shown on Passenger front door.

To remove the door window frame there are 4 bolts, two of the are hidden under the door seal.

Remove these bolts and remove the seal from around the frame then lift it out.





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21-10-2016, 02:49 PM

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My location

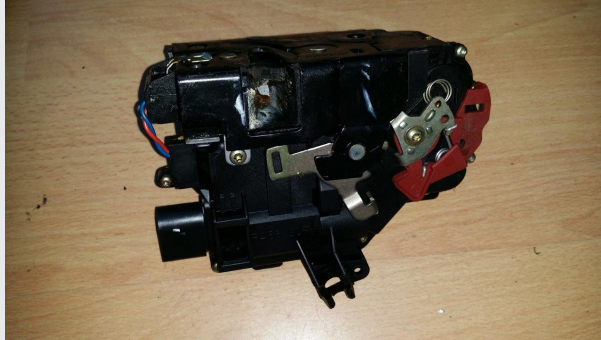
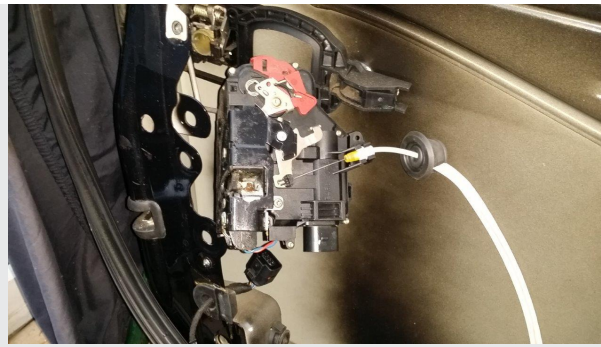
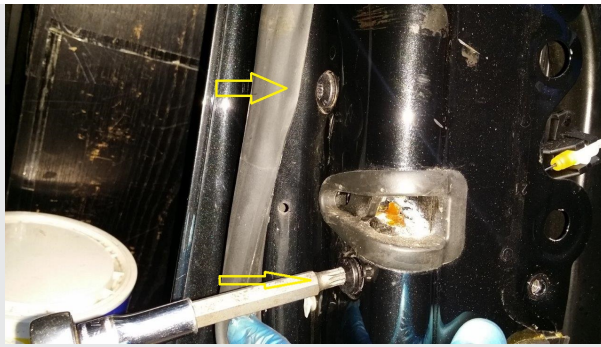
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Posts: 2,703

33

Door lock mechanism removal (including the microswitch)

Follow posts 13, 31,32

Remove the two marked screws that hold the mechanism, and lift out.



Last edited by Sarge; 29-03-2017 at 09:39 PM.



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21-10-2016, 03:23 PM

#34



Sarge o
Dick Chown Award 2015
Virtuoso
My location o

Join Date: Sep 2007
Location: Walthamstow East London E17
Posts: 2,703

34

'How to' Remove door handle and rear mount

Follow my posts 13, 31, 32 and 33

Remove cover cap on the door, turn screw till it starts to resist, it will not fully come out so stop at the point where it starts to resist, stop there and don't over do it, pull door handle out a bit (as if your opening the door)and pull lock barrel out (covered by a key lock blanking cover on other doors except drivers door)

Once this is removed, the door handle will come out by lightly pushing it towards the lock barrel that you just removed and pulling it gently

out.

You will see a small screw, remove this and slide the whole mount behind the door and it will all come away.



Last edited by Sarge; 29-03-2017 at 09:40 PM.



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[TDI Owners – Advice](#)

Hi all, I thought that I must inform all TDi owners of a potential issue.

This year I have seen two TDI's, one with 110k on clocks and other with 128k that have had a failure of the tensioner or the chain. This is not the tensioner that comes to your mind, but a chain tensioner that is located inside the bottom of the engine under the sump. This connects the sprockets for the balance shaft, oil pump and idler sprocket. There is also the possibility that the chain has stretched or the teeth on the sprockets have become worn or broken, but whatever the situation the end result is the same.

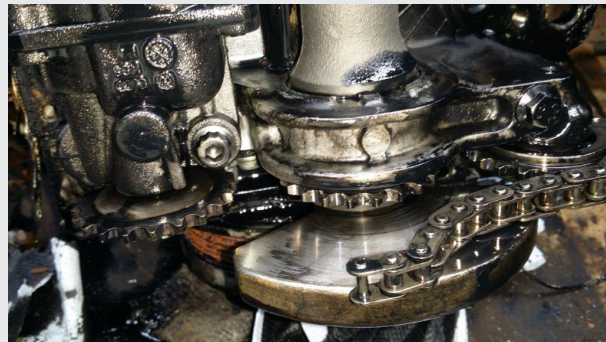
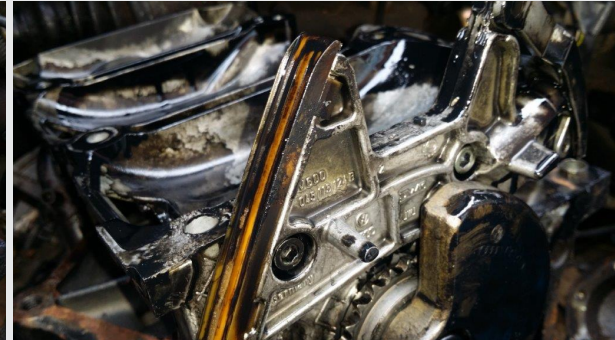
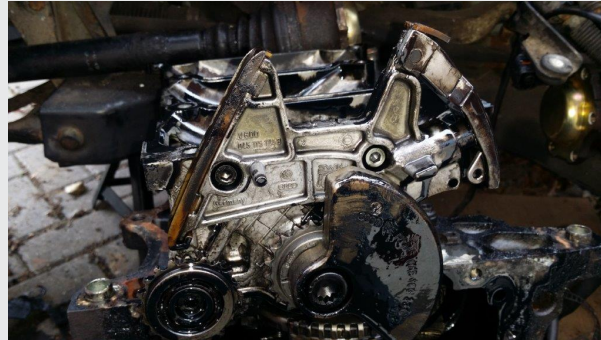
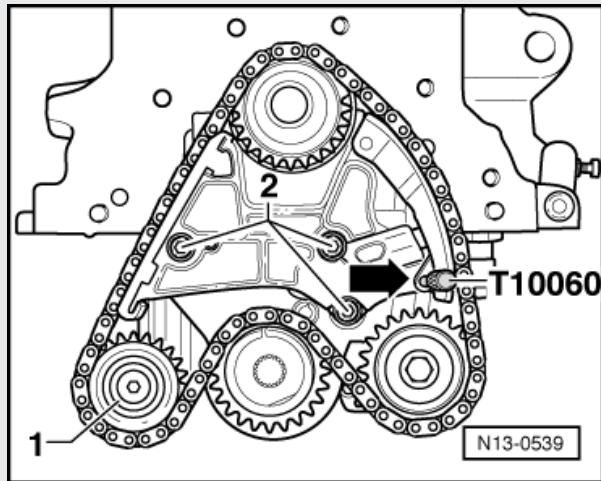
Failure of this tensioner causes the breaking of the chain, and usually the chain loops backup on itself and 'locks' engine down. The mechanics then think that the engine has 'seized', as you're unable to turn the engine over anymore, (with starter or with a socket on the crankshaft bolt or any other way). However, this is not the case and it means that you will need to have the chain and tensioner changed (I would recommend full kit of the chain, tensioner and all sprockets). The trouble with carrying out this process after the failure of these parts is that when the engine won't turn you can't get access to two of the bolts for the removal of the sump, therefore have to pay more on labour to have driveshaft's disconnected and gearbox (together with other things) disconnected and pushed back or removed to gain access to these bolts.

What I suggest is any TDi over 100k miles has this tensioner and chain changed at next service But I'd recommend to change all the parts including all the sprockets, thereby avoiding failure of these parts.

I suppose the lifetime of this tension/chain is down to the oil changes and quality of oils used, as well as how it's been driven along it's life. I am just advising and not scaremongering anyone, it's up to you all to take care of this as I see this problem happening more in the near future.

If you're 'lucky' so to speak, then you'll hear clattering noises which will signal the chain is loose and failure would be pending.

Also if you're due a cambelt change, I'd suggest to get it done at same time as it'll be cheaper that way.



Sarge

EDIT: Parts as far as I can see:

Chain £50.11 inc Vat
Tensioner £47.14 inc Vat

Sprockets should you need:
Sprocket one £21.14
Sprocket two £18.80
Sprocket three £37.90

Total £175.09 for all parts above

Last edited by Sarge; 29-03-2017 at 09:41 PM. Reason: Added information



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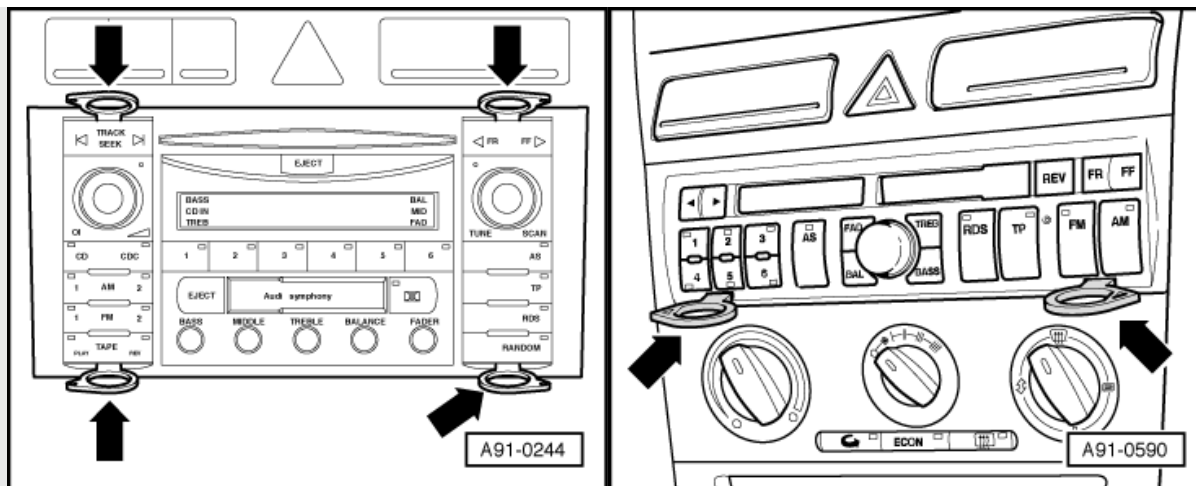


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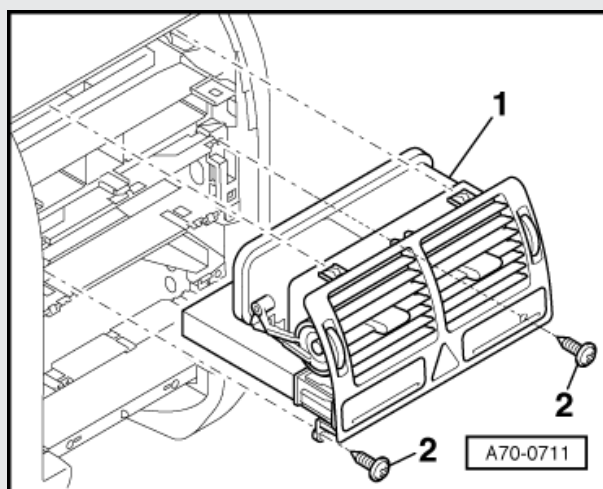
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Unscrew bolts x2
 Pull out centre dash panel vent
 Unplug hazard warning switch



Last edited by Sarge; 29-03-2017 at 09:41 PM.



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18-12-2016, 10:50 PM

#37



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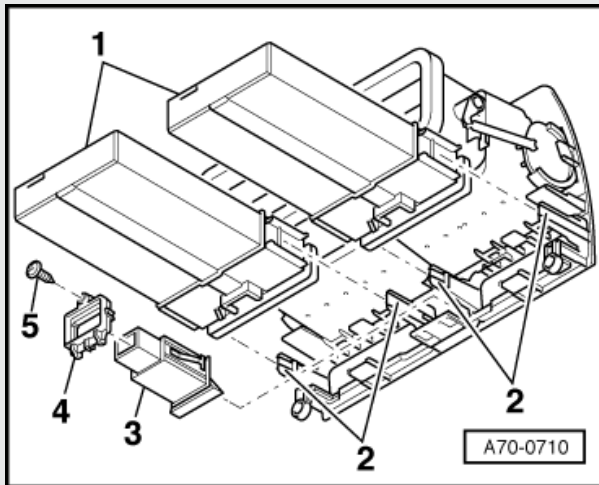
Virtuoso

My location 

Join Date: Sep 2007
Location: Walthamstow East
London E17
Posts: 2,703

37

Removing cup holder and hazard switch



Removing cup holder and hazard switch
Remove centre vent as above post number 36
Press retainer tabs outwards and take cup holder out

Hazard warning switch removal

- Unscrew bolt (5)
- Detach holder
- Take out hazard warning switch

Last edited by Sarge; 29-03-2017 at 09:42 PM.



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21-06-2017, 08:56 PM

#38



Sarge 
Dick Chown Award 2015

Virtuoso
My location

Join Date: Sep 2007
Location: Walthamstow East
London E17
Posts: 2,703

38

Some codes for sensors, switches, relays and and what they mean

Components

- E45 - CCS switch
- E227 - Button for cruise control system
- F - Brake light switch
- F36 - Clutch pedal switch
- F47 - Brake pedal switch
- G6 - Fuel pump
- G28 - Engine speed sender
- G39 - Lambda probe upstream of catalytic converter
- G40 - Hall sender
- G42 - Intake air temperature sender
- G61 - Knock sensor I
- G62 - Coolant temperature sender
- G71 - Intake manifold pressure sender
- G79 - Accelerator pedal position sender
- G130 - Lambda probe downstream of catalytic converter
- G185 - Accelerator pedal position sender 2
- G186 - Throttle valve drive (electric throttle operation)
- G187 - Angle sender 1 for throttle valve drive (electric throttle operation)
- G188 - Angle sender 2 for throttle valve drive (electric throttle operation)

G212 - EGR potentiometer
J17 - Fuel pump relay
J218 - Combi-processor in dash panel insert
J338 - Throttle valve control part
J537 - Control unit for 4LV
M9/10 - Bulb for left/right brake light
N30 ... 33 Injectors, cylinders 1 ... 4
N79 - Heating resistor (crankcase breather)
N80 - Solenoid valve for ACF system
N121 - Frequency valve for exhaust gas recirculation
N152 - Ignition transformer
P - Spark plug connector
Q - Spark plugs
Z19 - Heater for lambda probe
Z29 - Heater for lambda probe 1, downstream of catalytic converter



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