

Dismantling and assembling gearbox

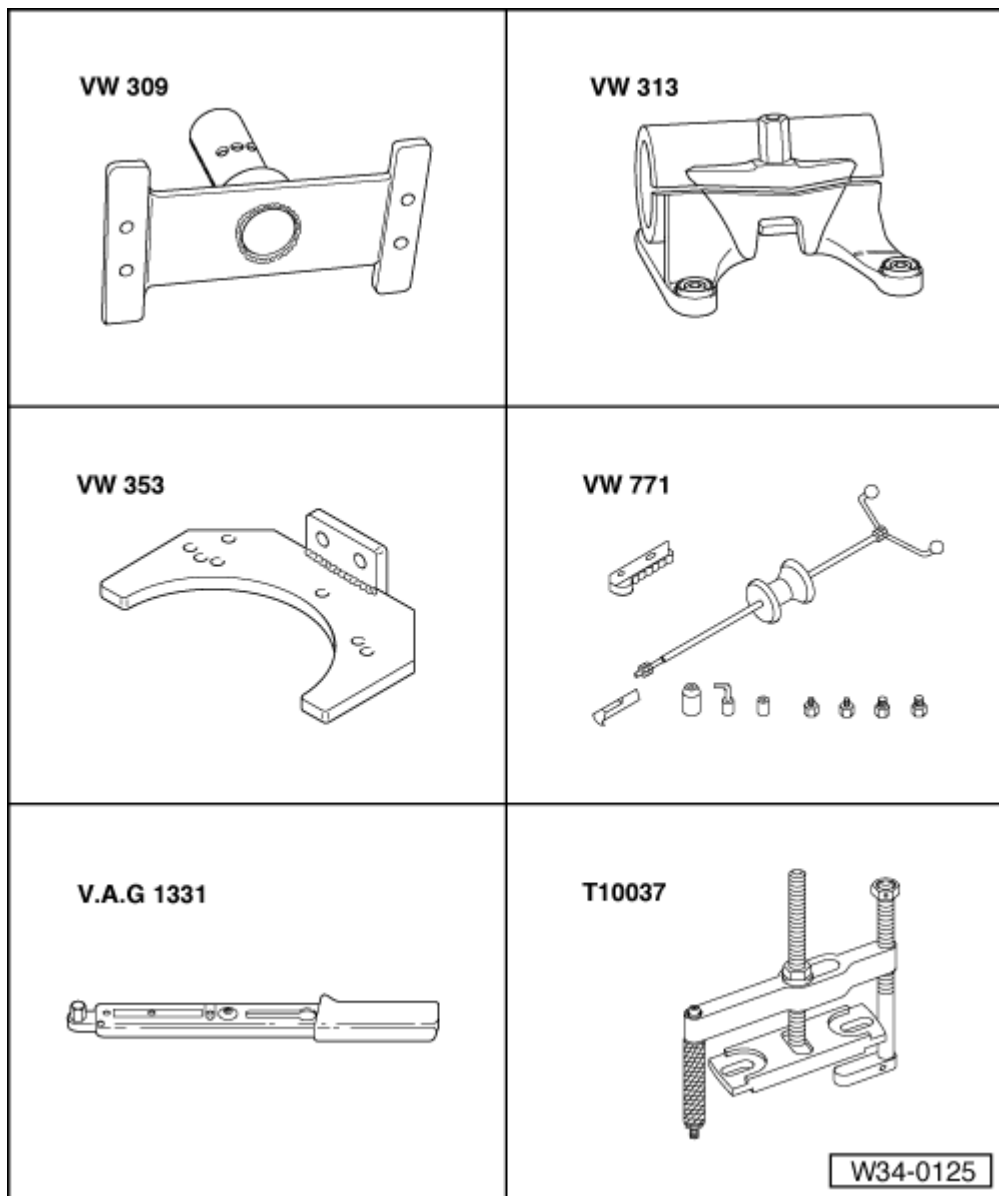
Assembly sequence

Dismantling and assembling gearbox housing, selector mechanism, input shaft, output shaft (pinion shaft), differential, bevel box and selector forks

Special tools, workshop equipment, test and measuring appliances and aux. items required

- VW 309 Holding plate
- VW 313 Support clamp
- VW 353 Gearbox support
- VW 771 Multi-purpose tool
- V.A.G 1331 Torque wrench
- T10037 Puller

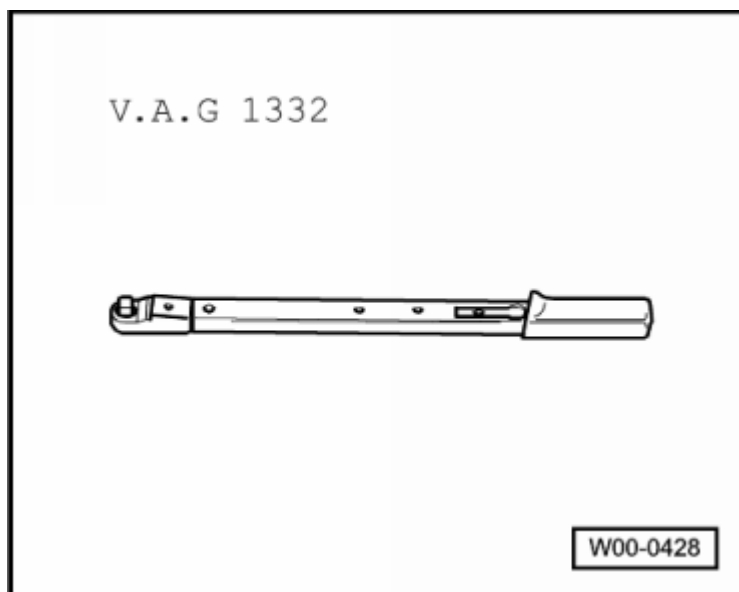
Special tools, workshop equipment, testers, measuring instruments and auxiliary items required



- V.A.G 1332 Torque wrench

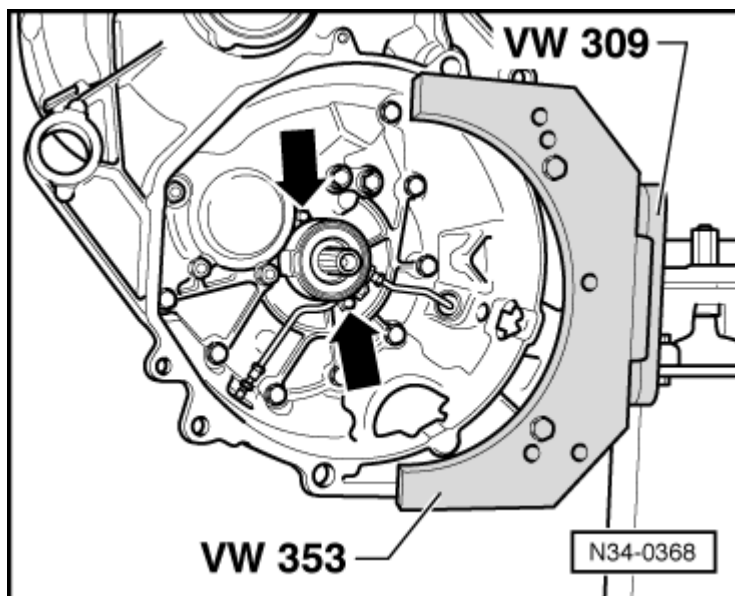
Dismantling

- Drain gearbox oil.



- → Mount gearbox on repair stand.
- Remove valve unit from slave cylinder.
- Remove slave cylinder with release bearing (arrows).

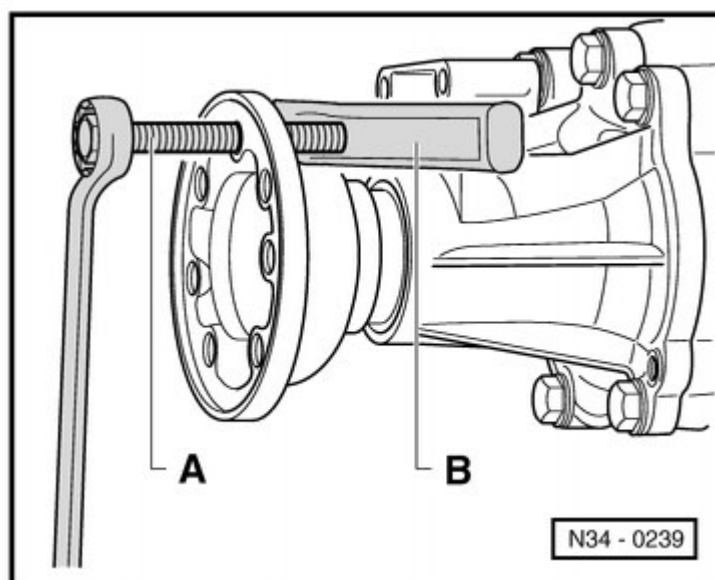
Unbolting bevel box from manual gearbox



If the bevel box was not already unbolted from the gearbox in the vehicle, remove the bevel box as follows:

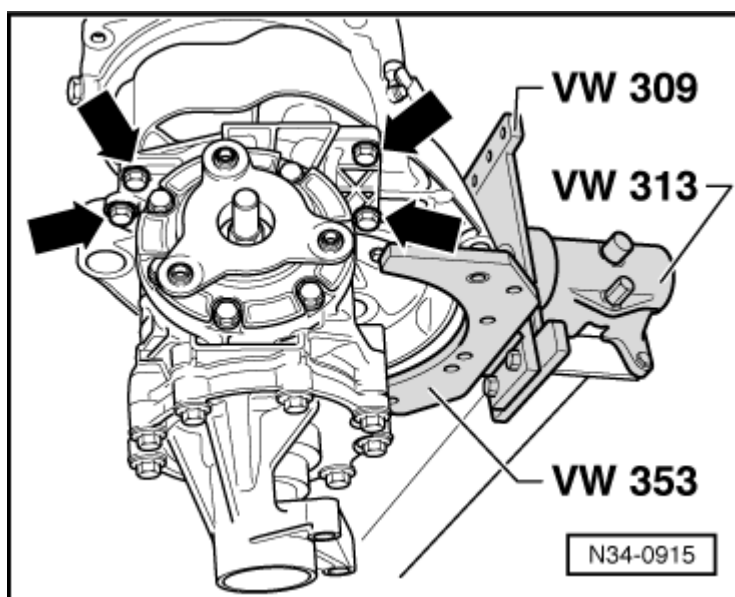
- → Pull out output shaft with flange shaft.

- A - Bolt M10 x 80
- B - Chisel

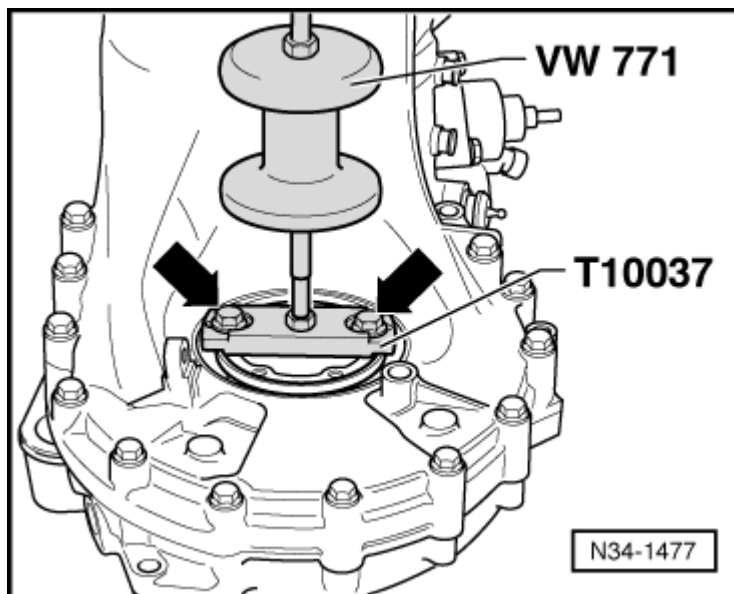


- → Remove four connecting bolts - arrows- from bevel box/manual gearbox.
- Press bevel box off gearbox.

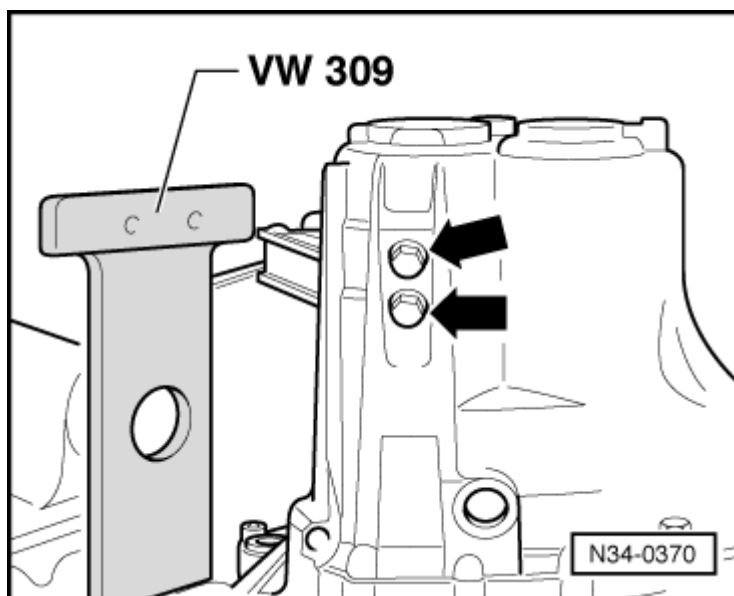
Continued for all vehicles



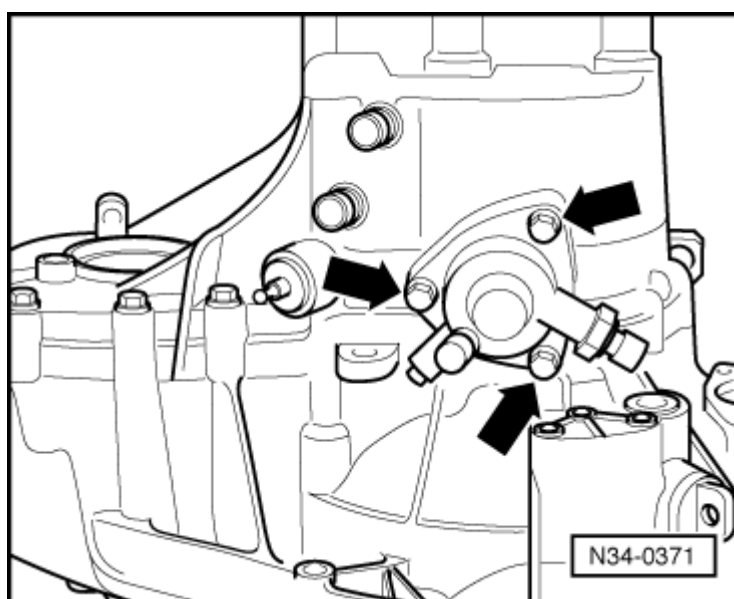
- → Use plate from puller T10037 when removing left flange shaft.
- Bolt plate to flange shaft using two bolts -arrows-.
- Secure multi-purpose tool VW 771 to this plate.
- Remove left flange shaft



- → Remove both bolts (arrows) for the reverse gear wheel mounting bracket.

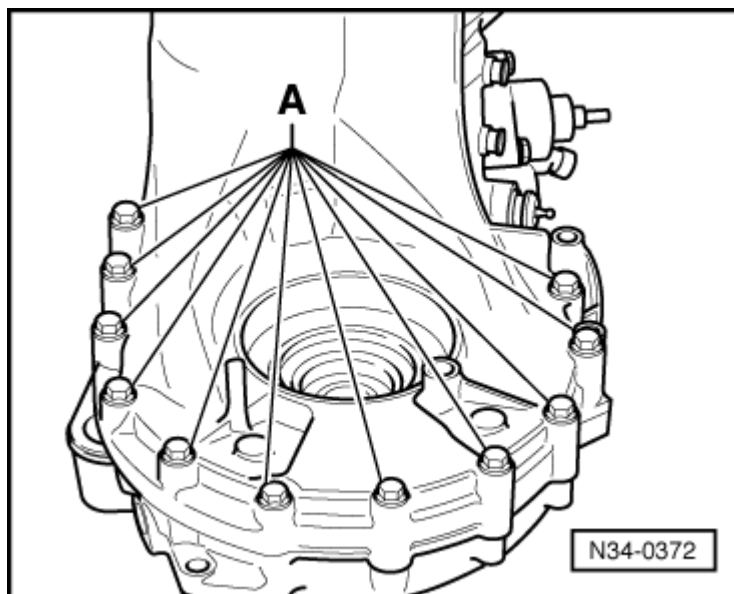


- → Remove selector mechanism, to do this place selector shaft in neutral position.
- Then remove bolts (arrows) and press selector shaft out from the gearbox housing.



- → Remove bolts securing gearbox

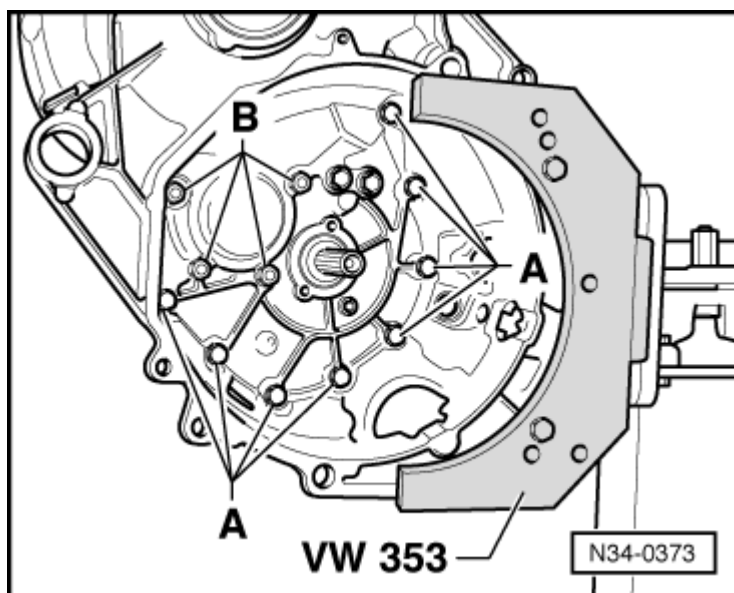
housing to clutch housing -A- in area of differential.



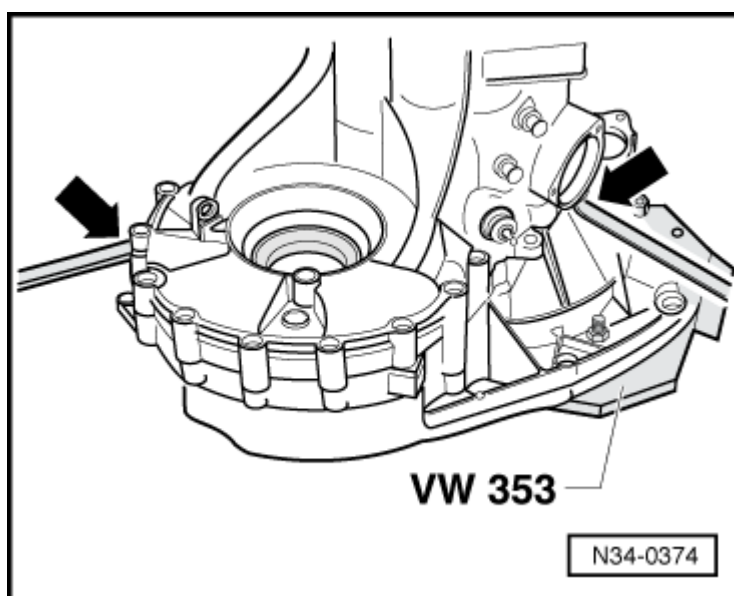
- → Remove bolts -A-, from inside clutch housing for securing clutch housing to gearbox housing.

Note:

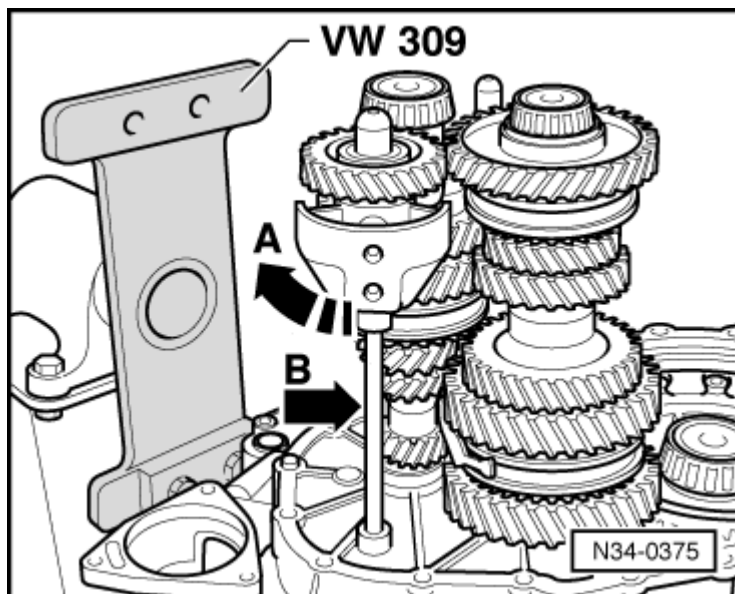
Do not remove nuts -B- for output shaft bearing support.



- → Take-off gearbox housing, carefully lever up all round and alternating between sides on the protruding flange (arrows), if necessary, do not damage sealing surfaces.
- When taking off, pull pull rod out from locking unit, if part of original equipment.



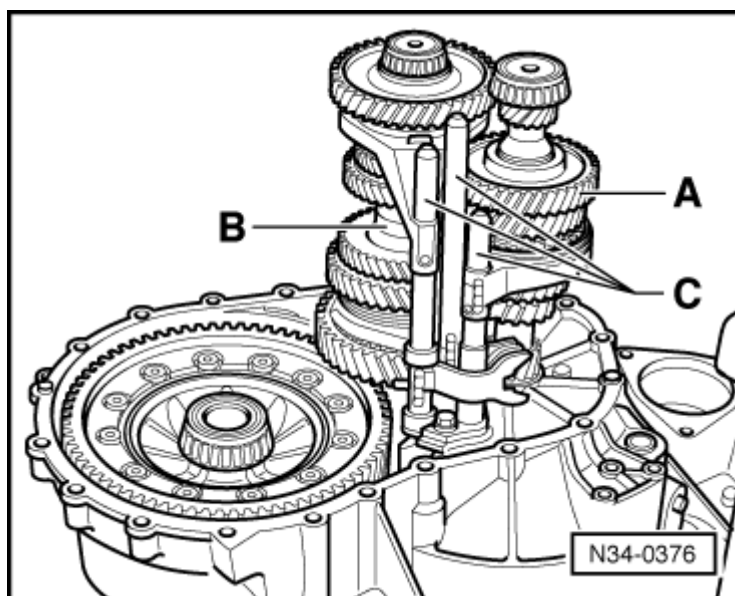
- → Swing reverse gear wheel in direction of arrow -A- and take off.
- Remove guide tube for reverse gear, arrow -B-.
- Remove nuts for output shaft bearing support (=> Page [34-124](#) Item -B-, Illustration N34-0373).



- → Take off input shaft -A-, output shaft -B- and selector rods -C- together from clutch housing.
- Remove speedometer drive.
- Take out differential.

Assembling

- Install differential.
- Install speedometer sender.



- → Always renew sealing rings (arrows) for output shaft bearing support.

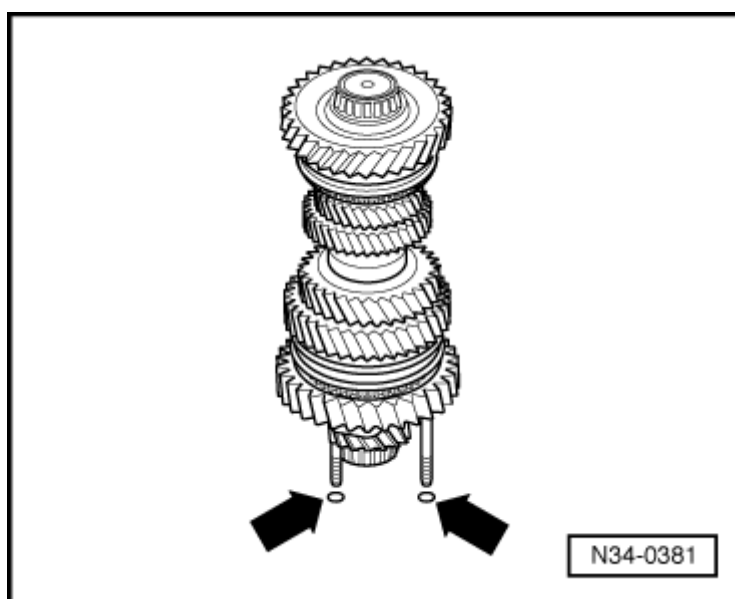
Note:

The illustration only shows 2 of the 4 sealing rings.

- Install input shaft, output shaft and selector rods together.

Note:

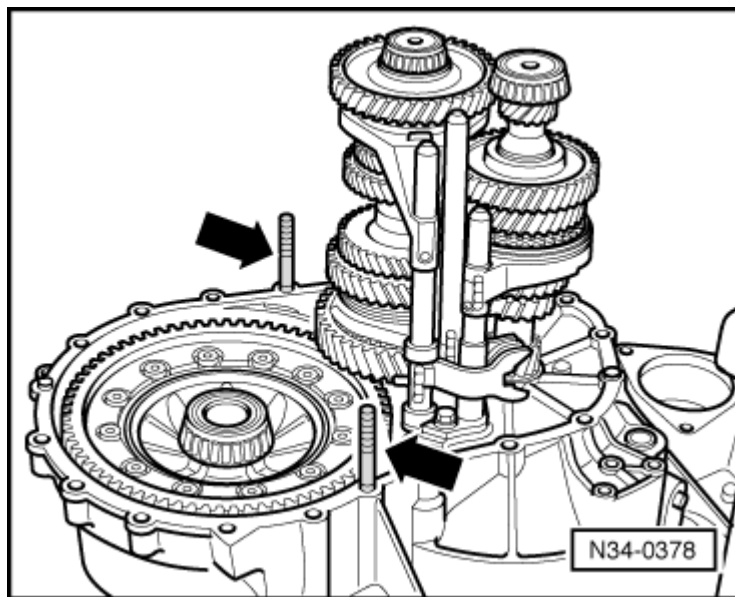
Align with holes in clutch housing when inserting output shaft bearing support. Do not damage input shaft seal.



- Tighten nuts for output shaft bearing support to torque settings =>Page

[34-116](#), item [13](#).

- Install guide tube for reverse gear.
- Install reverse gear wheel.
- → Fit M8 x 80 mm studs in clutch housing (arrows), so that when installing gearbox housing the stop sleeves are aligned to the selector rods.
- Fit gearbox housing.
- Place selector plates in neutral.
- Install selector mechanism.



- → Renew circlips for right flange shaft or output shaft drive flange.
- Using vice clamps, clamp right flange shaft or output shaft drive shaft flange in vice. Press old circlip out of groove with new circlip -A-.
- Drive in left-hand flange shaft using plastic head hammer.
- Fit slave cylinder with release bearing.
- Bolt valve unit to slave cylinder.
- Fit bevel box to gearbox => Page [34-103](#).

