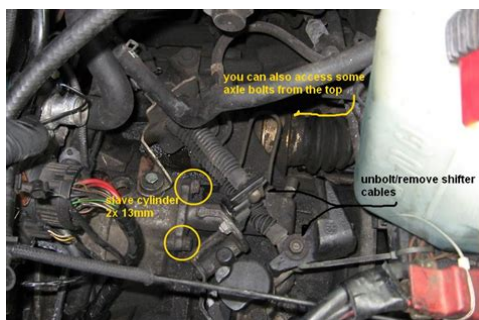


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Book Descriptions:

97 jetta manual transmission removal

Yes, my password is Well got everything hooked up and noticed clutch cable issues, figured I had a problem with clutch install, SO I decided to pull motor and Transmission to look at clutch issue and do timing belt same time, but clutch issue comes first. So now the Transmission is all unbolted and ready to come out NOT The transmission shaft spline will not come free from clutch, I have tugged, pulled and Yes its beer time and Need HELP That is all thats holding shaft and clutch. There is nothing I can do from the top with the hole, I unscrewed the green plug, not much room Any help would be great Well got everything hooked up and noticed clutch cable issues, figured I had a problem with clutch install, SO I decided to pull motor and Transmission to look at clutch issue and do timing belt same time, but clutch issue comes first. There is nothing I can do from the top with the hole, I unscrewed the green plug, not much room Any help would be great Can anyone else chime Thanks! I might just remove the drive flange if these 3 are too difficult to reach, and replace the seals while the tranny is out hopefully it will not to bind anywhere else, and come out easy. very helpful tip using starter hole thanks. I gotta say prefer the longitudinal engine of my Vw Fox, much easier to work on. Remove the dust shield. Digital Point modules Sphinxbased search Content on vvwortex.com is generated by its users. vvwortex.com is not in any way affiliated with Volkswagen AG. Click here to order! This article is written assuming that you have already performed all the prior work to be able to remove the transmission, such as removing the axles, battery, etc. I highly recommend studying our technical library on the Mk4 Jetta before beginning this job. As always, safety first, be sure to disconnect the battery and have the car secured in the air on jack stands. Pull the cables off the gearshift mechanism. This will allow you access to remove the slave cylinder underneath yellow arrow. <http://www.dimecal.com.br/arquivos/canon-ip1600-manual-download.xml>

- **97 jetta manual transmission removal, 97 jetta manual transmission removal tdi, 97 jetta manual transmission removal tool, 97 jetta manual transmission removal kit, 97 jetta manual transmission removal problems.**

See our article on Slave Cylinder Replacement for more info. Lift the bracket up and out of the way. Loosen and remove the 13mm nut blue arrow holding the gearshift assembly to the transmission. This will allow you to orient the assembly correctly when reinstalling it. Also loosen and remove the two 13mm bolts purple arrows holding the lower engine mount to the chassis. Lower the engine mount out of the way. I recommend removing the pressure fitting at the pump and letting it drain completely. See our article on Power Steering Pump Replacement for more information. The idea here is to try and keep the tranny level relative to the engine. Once the engine and transmission are separated, the floor jack will hold the engine in place. Also remove the 13mm bolt yellow arrow holding the ground strap to the transmission. Then remove the two 16mm bolts green arrows holding the transmission mount to the transmission. Now lower both the engine and transmission jacks down enough to access the mounting plate fasteners. At this point, you are ready to lower the transmission down and off the engine block. Carefully lower both jacks until the transmission input shaft slides out of the clutch disc and off the engine block. Installing the transmission is the reverse order of removal. Click here to order! The 1st few threads on mine dont look great. I want to replace. Thanks They can figure out what part or repair kit you need. If we get a chance to perform the procedure, we will be sure to document it. It will have the procedure, special tools and torque specs. Me and my father are about to try and remove and replace an old problem transmission in a Jetta 2003 GLS. Is this for automatic AND manual transmissions I go buy all the stuff he fixed t. he car. I get in and didnt even make it a mile down the road, came to a stop sign and my car wont move.

It goes into first, and reverse but won't move, even in neutral it won't move. <http://www.dreamscar.eu/userfiles/canon-ip1800-owners-manual.xml>

I finally got it to back up and all the transmission fluid drains out, I have it towed back to shop. The guy swears it's not due to him. The tranny and everything else was fine before he touched my car. I spoke to 3 VW service shops they all said the same thing, he didn't mount the axle right. Is this possible? Is he at fault? I have another transmission I will install. What should I upgrade or what needs to be replaced i.e. hoses, belts, or gaskets. Thanks. I can't really comment without seeing it myself. I found a 2004 Jetta same motor and same trans code fdf. Would it match up and fit properly? It has seen 212k miles and is getting a little tired. I want to put a 6 speed manual into it. Is there a compatible transmission to do this I.E. a trans out of a GTI or something like that. Thanks for your time. Might have to call a local VW shop to see if they have advice. Nick at Pelican Parts I have the tools and knowledge to replace the bad one. Just want to know if it is worth the money to move the car. Pelican Parts is not associated with Porsche Cars North America in any manner, except for a mutual appreciation and love of the cars. All pictures and references to the Porsche name, and the car names and shapes are for restoration reference only, and do not imply any association with Porsche. Pelican Parts is not responsible for any typographical errors contained within the site. Information and technical articles within this website are for reference only. Consult authorized factory manuals when performing repair procedures. By entering this site, you agree to hold Pelican Parts free from any liability arising out of the use of any information contained within. Pay attention to routing of wires and the wiring bracket goes below the PS line bracket. This must be assembled the correct way as you go back together to make it right. Unplug the following in this pic. Don't cock it or you'll break it like this one is.

Usually you don't want to remove the bolt "X" because you would then lose shifter cable adjustment. I suppose you could paint mark the adjustment, then remove the bolt, and when you bolt it back up just make sure the adjustment is the same. This might prevent the cable end from breaking. I just make sure to pull the cable off carefully. 7. Remove the horseshoe shaped clip from the shifter cable, by prying it upwards. Then take the cable out of the cable bracket and wedge or tie the shifter cable out of the way. I don't unplug it from the sensor. Just remove it from the trans and fold it with the entire trans harness into the battery tray area. Don't remove the PS line bolt in this pic. It's a pain to reinstall. Just remove the entire bracket from the bottom starter bolt stud later when you are under the car. Also in this pic is the harness carrier that bolts to the top starter bolt. To remove the harness carrier there is a "latch" on the bottom. Release the latch and push the harness carrier towards the battery area. It will slide around the harness to give you room to take out the top starter bolt. Here's what it looks like when the harness carrier is pushed aside. After the harness carrier and harness is pushed out of the way, you'll get a little more room to remove the top starter bolt by getting the solenoid wire and starter cable out of the way. First remove the cap from the starter cable. Then unplug the solenoid wire. You can do this from the top with a ratchet, or from the bottom with an impact and a swivel, after removing the belly pan, splash guard and wheel. Remove the cooler and wedge it up out of your way. Now jack up the car and remove the front wheels. Be sure to support the car safely with jack stands and I would suggest putting the wheels under the car, as a secondary safety. Remove the belly pan and left side splash cover. Then remove the starter bolt and remove the starter. I don't remove the right side ball joint or wheel.

<https://www.thebiketube.com/acros-4-cup-mr-coffee-maker-manual>

The holes that the bolts pass through are slotted and you'll need to bolt them back up in the same location. Usually you can reinstall the ball joint in the same location during reinstallation by looking at rust pattern witness marks. You might want to paint mark to locate the bolts for reinstallation. Or you can remove the ball joint nut instead of the 3 bolts. But without at least one side out of the way it's difficult to work around it. I do this to make it easier. After you remove one rotate the right side

tire to get access to the next one. If I was doing this on jackstands I would use my foot to turn the tire while working on the left side. This allows you to fold the axle out of the way, behind the Aarm. You could just remove the axle, but then you'd have to have the 30mm 12 point axle socket. Note it's entirely possible to remove and reinstall the entire transmission without removing the axles or ball joints. But without at least one side out of the way it's difficult to work around it. I do this to make it easier. Leave the rear bell housing bolt alone. It will hold the trans in place till last. Remove the cover then use a 15 mm to remove the 3 torque converter bolts. If you went out of order and pulled the mount and the motor is lower than its supposed to be then you won't be able to fit the ratchet in there without raising the motor. There are 2 bolts going into the "Kmember" and 2 going into the trans. These are stretch bolts and should be replaced on reassembly. The one in this picture is under the pendulum mount. Then remove the other in this picture to the left of the one being removed. Make sure that the rear bottom bell bolt is still in place and tight. You don't want the trans falling out on you. On the lift I just put a stand under the oil pan but if you working on jack stands its best to use an engine hanger. Then pull the 2 mount bolts in this pic. This is to allow movement in the engine as it hangs.

<http://chateau-malbrouck.com/images/brother-8300-manual.pdf>

The engine must move forward give the trans clearance past the "kmember" or else you'll have a real difficult time getting the trans down and out. Take a ratchet strap and strap the trans down to the jack to make sure it doesn't fall on you. It would be a shame to install the trans then end up having to pull it back out because a nut wont go on the torque converter Check or replace the engine rear main seal. Make sure both engine to trans alignment dowels are in place. Note add pic later. If they are not then your converter hub may wear out the bushing causing pump fail or front seal leak. See my page on converter installation depth. Also after you mate the engine to the trans you need to confirm that you have clearance, by wiggling the converter. If the converter is in all the way then the converter move freely with just hand effort, and as you wiggle and you will hear the converter studs bang back and forth inside the flywheel holes. If not pull the trans back out! The old cooler could be contaminated our clogged from clutch material or metal from the failing trans, and you don't want that causing problems with the new trans. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. Tranny removal was near impossible It took all I could do to maneuver the transmission out of the engine compartment. The Bentley manual was of little help, once I started having issues. This was an ulcer, compared to my old 81 Rabbit Diesel L or 79 Dasher Diesel. Im hoping there is a trick or sequence of actions that can make reinstallation bearable. perhaps pics;o I also didnt remove any peripheral components i.e. Suspension, front end, etc. I searched for quite some time and found nothing, related. I know a lot of the Mk3 ones did as does mine. I found it to be easier to use an engine hoist to lift and angle the motor.

<http://china-hr-tomorrow.com/images/brother-8460n-manual.pdf>

Youll have to unbolt from the engine mounts, but its a good time to replace them if you are in there anyways. I followed the myturbodiesel how to, but still had the same problems you are having. Also makes it a cake walk to remove and install trans. You only need to push the engine block forward an inch or so, but it suddenly allows the differential housing to rotate down and it is easy from there. Pic. borrowed from the myTDI site. All of the smart dealer techs do this Ill have to remember that. J They are two eyelets. One is cast into the cylinder head. J That would have come in handy when I changed my engine mounts. Will come in handy when I do my clutch work. Thanks for pointing it out. By continuing to use this site, you are consenting to our use of cookies. You should upgrade or use an alternative browser. The bulk of the differential seems to make it impossible to shift the transmission around enough to clear the driveshaft flange around the bell housing. Ive got the output shaft cleared from the clutch and everything is loose and able to move about, but it simply

can't come out of the tight confines. Two big problems: the inner fender sheet metal goes down too far and blocks shifting it to the right very much, and there is not enough room between the front and rear subframes. You have to raise and tilt the motor more than you might want to so disconnecting the exhaust downpipe may be a good idea. The engine definitely has to come off the mounts. Once it's suspended, you have to get in there with whatever wrenches you can and remove the bracket for the trans mount from the tranny. What helped me immeasurably is removing the front subframe. It actually only took me about 20 minutes including removing the front bumper, detaching the power steering hoses from it, and supporting the condenser and radiator. Once that front obstacle was out, so was the tranny. Notice how close the pulleys are to the body. Ill try it this evening when I have some time.

It appears to me that the rear subframe is the one most in the way of the differential I thought about trying to drop it down, but then you have to deal with all the power steering stuff. Does removing the front subframe help because of the need to rotate the tranny in order to pull it out? As it sits the rear one is in the way, but if you could move it forward the rear one would no longer be a problem. You'll have to try it to see. Spend 30 minutes removing it and end hours of frustration. I've done a lot of these in my days and I've never had the same experience twice. Good luck, are you doing this on a lift or on the ground. Just make sure you're not all worn out by the time you free it up cause then you'll have a higher chance of dropping the dumb thing. I never was too fond of the A2 020 transmissions either for the very same reason. I've done a lot of these in my days and I've never had the same experience twice. I never was too fond of the A2 020 transmissions either for the very same reason. Pull the passenger output flange it will almost fall out. Be certain to drain the trans first, or stick a rag in the hole or you'll bathe in transaxle fluid. Fun, but messy! Unfortunately I did not know this and battled with mine for quite some time, both coming out and going in. How do the flanges come off of the differential not that I plan to do this again anytime soon, I'd just like to know. How I did it was to raise the rear of the engine a bit, and rotate the diff side of the tranny upward to clear the flange on the FW. Then rotated it even more to clear the mount. The weight and pressure against the inner driver's wheel well was enough to get it to drop out. When putting it back in I had to slightly bend the inner wheel well away from the tranny to reverse the removal procedure. He was not a happy camper but escaped with a nasty bruise. Lesson: create the 2cm extra space prior to jacking the tranny up into its tiny opening.

Well, the job is done, hopefully for a very long time! As mentioned by others, removing the front engine crossmember is what did it for me. I considered removing the passenger side output flange but figured that too would be a lot of work, as I didn't have a puller but perhaps not. I got a jack under the diff. I probably spent 6 hours taking it out; what I thought would be a 1.5-2 hour job. Ken BE sure to replace the tranny seals while you have out. Both sides are spring loaded and are held in place by an allen headed bolt, probably 6mm or so. Unscrew that bolt and they will slide right out. You need to drain the tranny oil first, and also have replacement flange seals ready. Both sides are spring loaded and are held in place by an allen headed bolt, probably 6mm or so. You need to drain the tranny oil first, and also have replacement flange seals ready. I saw a post where you'd place a rail road spike against the housing between the housing and flange and then you'd just screw one of those 12 point bolts against the spink and it would pull the flange out. But how does one put the flange back in. I'm not working on one of these right now as I just changed the clutch in a B4 a few weeks ago but would like to know for future reference. There is a single bolt in the center of the flange underneath all the grease of course, unscrew it and the spring pushes it out. Reinstall the other way. By continuing to use this site, you are consenting to our use of cookies. Digital Edition Subscription Subscribe Propane Regulator Kit for. 1995 Volkswagen Gti Manual Transmission Removal user manuals By Nanako Nishio save 1995 Volkswagen Gti Manual Transmission Removal user manuals. 1995 Volkswagen Gti Manual Transmission Removal from cloud storage. The 980H delivers performance a member of AgDealer. 1995 Volkswagen Gti Manual Transmission Removal.

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When battery is reconnected, radio will display CODE, and will be inoperative until proper code number is entered. Obtain security code before disconnecting battery. Disconnect negative battery cable. Remove engine cover. Without disconnecting hoses, remove power steering fluid reservoir from battery support and support aside. Remove battery and battery support bracket. Disconnect air intake hose and electrical connector from air flow sensor. Remove air cleaner as a complete unit. 2 Disconnect connector from vehicle speed sensor. Disconnect all harness connections at transaxle. Position harnesses aside. Remove power steering hose bracket from transaxle. Move gear selector lever to Park. Remove selector lever cable circlip and remove selector lever cable. 3 On models with 2.0L engine, remove bolt and vehicle speed sensor from transaxle. Remove exhaust manifold heat shield from engine. On all models, remove ground strap from upper engine to transaxle bolt. Remove ground strap harness retainer. Disconnect connectors at starter motor and remove wiring harness retainer. Remove upper starter motor bolt. 4 Using appropriate tool, clamp off ATF cooler hoses. Disconnect hoses at ATF cooler. Remove upper engine to transaxle Page 2 and 3 olts. Support engine and transaxle Page 4 and 5 ended rubber mount protective plate Page 6 and 7 Plate To Transaxle Bolts. Thank you, for helping us keep this platform clean. The editors will have a look at it as soon as possible. This is my first instructable, Thanks to everyone who voted for me in the Epilog Challenge. I dont think Im going to win, but hey its not a bad try. Its for the budget conscious, or for the green, or for those who want a little more power. Were going to adapt the existing harness for clutch cancel, cruise, and reverse switch later on. Add Tip Ask Question Comment Download Step 1 Prepare for the Swap. Remove almost EVERYTHING.

First things first, dont try this unless youve got a flat area, jack stands, wheel chocks, and some help. Preparation Loosen the front lug nuts theyre acutally bolts, so remember DONT REMOVE THE BOLTS!!! Jack the car up, support it, and chock the wheels remove both front tires Have someone step on the brakes while you complete the following Remove the 30mm 12 point nuts holding on the axles to the wheel hubs. Remove the M10 or M12 bolts holding the axles to the transmission Start removing the axles Remove the 16mm bolt from the front of the A arm to the sway bar, and move it out of the way Use a Three arm puller or axle shaft removal tool to push the axle out of the hub, then turn the wheel one way or the other to remove both axles. Remove the Starter Remove both upper bolts from the top of the transmission Support the engine with an engine support Remove the two Transmission mount bolts 18mm bolts Remove the lower transmission mount, this can be a pain, but

it will help facilitate the removal of the transmission greatly. Remove the Shift linkage Remove three bolts holding the downpipe to the turbo Remove two 13mm bolts holding it to a cross member Loosen two 17mm nuts holding a pipe clamp in place. Slide pipe clamp to the rear of the car sometimes this requires a hammer Remove the downpipe from the car Remove the Front Heat Shield from the bottom of the car to expose the Shifter assembly. Remove the two bolts from the shifter assembly Go back into the inside of the car Beetle Remove the console, see your manual its a bit complicated. Weve got most of it in photos below. Remove the metal cover Remove the plastic PRND321 cover by snapping it off Remove the shifter trim slider by snapping it off Remove the two wiring harnesses Remove the Shift Lock Solenoid wire Remove the two 13mm nuts, and the shifter should drop out Now for the rest of the removal story. Add Tip Ask Question Comment Download Step 2 Remove and Rewire. So you thought the previous was easy. well.

most people can get that far in a day, so now that youve burned off the first two hours of your day. This is a standard butt connection that connects the reverse switch to the reverse lights. Move the wire from ECU pin 19 to pin 66 98 and 99 beetles are pin 44 so verify the connector pin in your bentley before doing this. Heat shrink the Butt connectors. Wrap the unused connectors in Gaffers tape or other harness tape. You may also cut the unused harness out of the loom. Reassemble the relay panel Place a 53 relay into the modified socket. You now can start the car! almost!. Add Tip Ask Question Comment Download Step 3 Start Instaling Stuff Just when you thought we were done removing stuff. There wont be as many photos, since there isnt much to show. What Next Now time to stab that shifter, put the heatsheild back in place, and put the exhaust back! yes thats one of the steps. Mount the sensors on the clutch pedal as stated in the wiring on the previous page, the cruise goes on the bottom, the cancel goes on the top bracket Put the hard hydraulic line on the clutch pedal under the hood Put the soft clutch line on the clutch pedal under the hood Cut the Brake fluid reservoir nipple where the soft clutch line connects Quickly put the soft clutch line on the reservoir. Install the Clutch Dont forget to align the clutch before and during tightening the pressure plate Install the transmission Dont forget to lube the input shaft Install the starter Install the dieselgeek Short Shifter, and adjust Install and Bleed the Slave Cylinder, verify clutch pedal has feel to it Dont forget the transmission mount below. Plug in the reverse light switch Install the Axles Install the axle heat sheild Install the Swaybar Install the airbox, battery tray, battery, etc Now on to the key on test. Add Tip Ask Question Comment Download Step 4 Sir Not Appearing in This Film Now for the key on test. First key on means you dont start the car.

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