

Workshop Manual

Octavia II 2004 ➤ , Octavia II 2010 ➤ ,
Octavia III 2013 ➤ , Octavia III 2014 ➤ ,
Superb II 2008 ➤ , Superb II 2011 ➤ ,
Yeti 2010 ➤ , Yeti 2011 ➤

Gearbox 02Q

Edition 09.2013

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List of Workshop Manual Repair Groups

Repair Group

- 00 - Technical data
- 30 - Clutch
- 34 - Controls, housing
- 35 - Gears, shafts
- 39 - Final drive - differential

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Technical information should always be available to the foremen and mechanics, because their careful and constant adherence to the instructions is essential to ensure vehicle road-worthiness and safety. In addition, the normal basic safety precautions for working on motor vehicles must, as a matter of course, be observed.

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00 – Technical data

1 Identification of the gearbox

(SRL000620; Edition 09.2013)

Edition 09.2013; version 7

Location on the gearbox ⇒ [page 1](#) .

Identification of the rear final drive ⇒ [page 2](#) .

Identification characters, aggregate assignment, ratios, filling capacities (Octavia II) ⇒ [page 5](#) .

Identification characters, aggregate assignment, ratios, filling capacities (Octavia III) ⇒ [page 18](#) .

Identification characters, aggregate assignment, ratios, filling capacities (Superb II) ⇒ [page 21](#) .

Identification characters, aggregate assignment, ratios, filling capacities (Yeti) ⇒ [page 29](#) .

1.1 Location on the gearbox

Front-wheel-drive

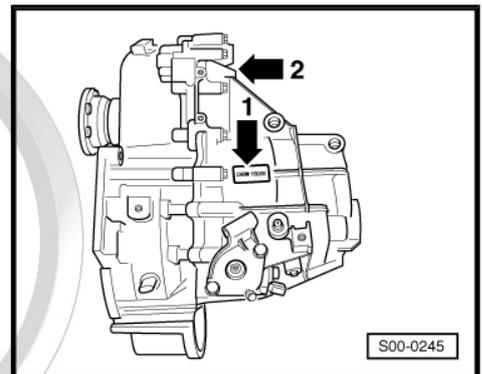
Identification characters and production date -arrow 1-

Identification of the gearbox 02Q or 0BB or 0FB -arrow 2-



Note

All of these gearboxes are 6-gear gearboxes MQ350 and vary only in terms of the technological design of the selected parts.



Four-wheel drive

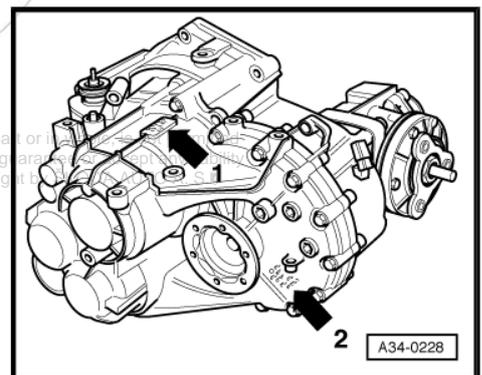
Identification characters and production date -arrow 1-

Identification of the gearbox 02Q or 0BB or 0FB -arrow 2-



Note

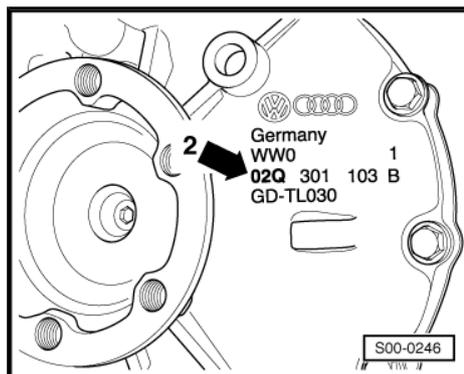
All of these gearboxes are 6-gear gearboxes MQ350 and vary only in terms of the technological design of the selected parts.



Example

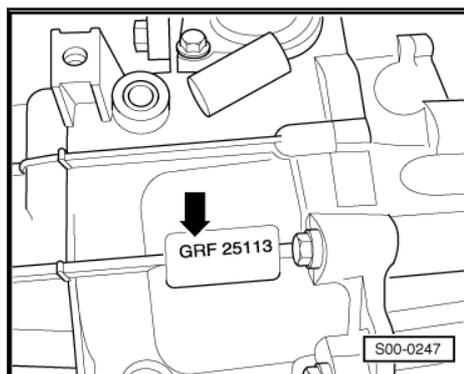


Gearbox 02Q -arrow 2-



Identification characters and production date of the gearbox -arrow-

Example	GRF	25	11	3
	Identification characters	Day	Month	Manufacturing year 2003



Additional data gives information about the manufacturing factory.



Note

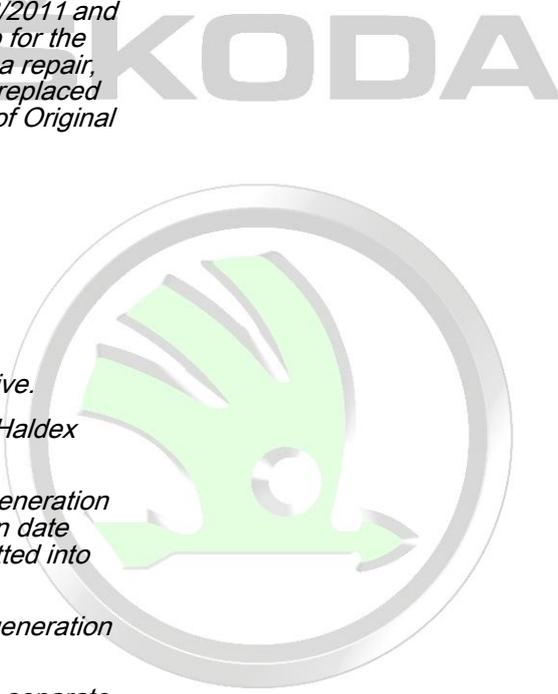
- ◆ The gearbox identification characters also appear on the vehicle data stickers.
- ◆ The gearboxes produced from 24/08/2011 to 30/08/2011 and from 07/09/2011 to 08/09/2011 are fitted with a cap for the drive shaft 02Q.301.211.A ⇒ [page 259](#) . In case of a repair, the cap for drive shaft 02Q.301.211.A needs to be replaced ⇒ [page 278](#) . Assignment ⇒ *Electronic Catalogue of Original Parts* .

1.2 Identification of rear final drive



Note

- ◆ The "Haldex coupling" is located in the rear final drive.
- ◆ The rear final drives "02D/0AV" are fitted with the "Haldex coupling of the 2nd generation".
- ◆ The rear final drives "0BR" are fitted with the "4th generation Haldex coupling". On Yeti vehicles as of production date 11/2013, the "5th generation Haldex coupling" is fitted into these rear final drives.
- ◆ The rear final drives "0CQ" are fitted with the "5th generation Haldex coupling".
- ◆ The rear final drive and the "Haldex coupling" have separate oil circulation systems.
- ◆ High performance oil for Haldex coupling ⇒ *Electronic Catalogue of Original Parts* .
- ◆ Oil for rear final drive ⇒ *Electronic Catalogue of Original Parts* .



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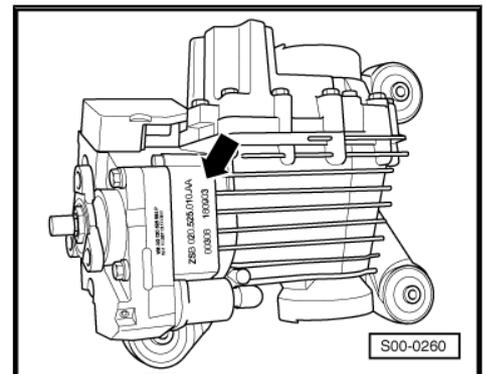
Location on the final drive

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

For vehicles Octavia II

Rear final drive 02D

The rear final drive 02D with the “2nd generation Haldex coupling” is assigned to the 6-speed manual gearbox 02Q for four-wheel drive.



Identification characters, aggregate assignment, ratios, filling capacities (Octavia II) ⇒ [page 5](#) .

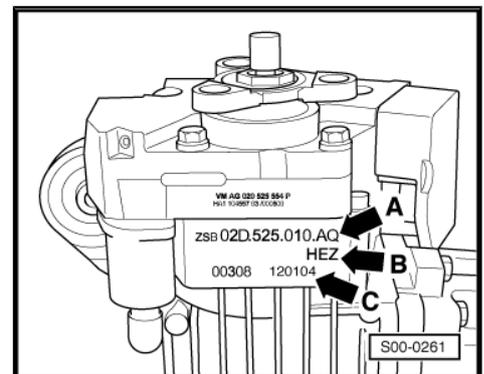
-Arrow A- Part number of rear final drive

-Arrow B- Identification characters rear final drive



Note

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



-Arrow C- Production date

Example:	HEZ	12	01	04
	Identification characters	Day	Month	Manufacturing year (2004)

Additional data gives information about the manufacturing factory.

Rear final drive 0AV

The rear final drive 0AV with the “2nd generation Haldex coupling” is assigned to the 6-speed manual gearbox 02Q for four-wheel drive.





Identification characters, aggregate assignment, ratios, filling capacities (Octavia II) => [page 5](#) .

-Arrow A- Part number of rear final drive

-Arrow B- Identification characters rear final drive



Note

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

-Arrow C- Production date

Example:	HHJ	09	08	05
	Identification characters	Day	Month	Manufacturing year (2005)

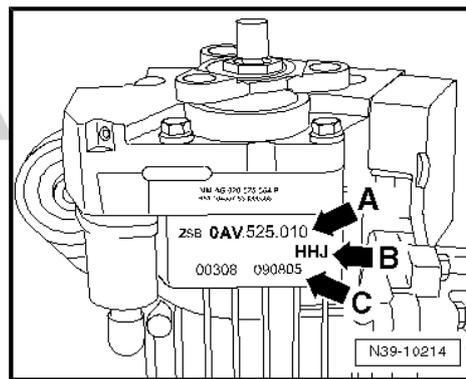
Additional data gives information about the manufacturing factory.

For vehicles Octavia II, Superb II, Yeti

Rear final drive 0BR

The rear final drive 0BR with the "4th generation Haldex coupling" where necessary on Yeti vehicles as of production date 11.2013 with "5th generation Haldex coupling" is assigned to the 6-speed manual gearbox 02Q for four-wheel drive.

Identification characters, aggregate assignment, ratios, capacities:



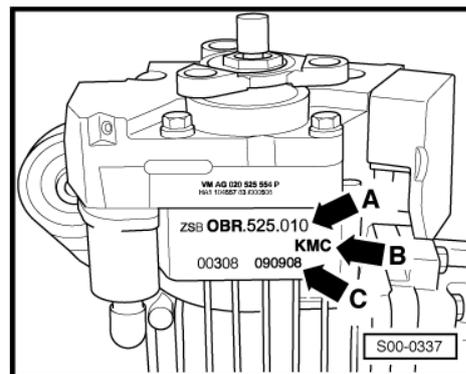
- ◆ Octavia II ⇒ [page 5](#) .
- ◆ Octavia III ⇒ [page 18](#) .
- ◆ Superb II ⇒ [page 21](#) .
- ◆ Yeti ⇒ [page 29](#) .

-Arrow A- Part number of rear final drive
-Arrow B- Identification characters rear final drive



Note

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



-Arrow C- Production date

Example:	KMC	09	09	08
	Identification characters	Day	Month	Manufacturing year (2008)

Additional data gives information about the manufacturing factory.

For the vehicles Octavia II

Rear final drive 0CQ

The rear final drive 0CQ with the “5th generation Haldex coupling” is assigned to the 6-speed manual gearbox 02Q for four-wheel drive.

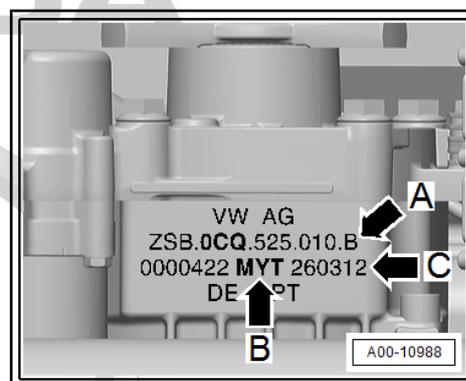
Identification characters, aggregate assignment, ratios, filling capacities (Octavia III) ⇒ [page 18](#) .

-Arrow A- Part number of rear final drive
-Arrow B- Identification characters rear final drive



Note

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



-Arrow C- Production date

Example:	MYT	26	03	12
	Identification characters	Day	Month	Manufacturing year (2012)

Additional data gives information about the manufacturing factory.

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1.3 Identification characters, aggregate assignment, ratios, filling capacities (Octavia II)

Manual gearbox	6 speed 02Q front-wheel-drive	
Identification characters	GRF	HDV



Manual gearbox		6 speed 02Q front-wheel-drive	
Manufactured	from through	05/2004 11/2004	11/2004 03/2006
Assignment:	Engine	2.0 ltr./103 kW TDI PD 2.0 ltr./100 kW TDI PD	2.0 ltr./103 kW TDI PD 2.0 ltr./100 kW TDI PD
Ratio:	Final drive for 1st gear through 4th gear	69 : 20 = 3.450	69 : 20 = 3.450
	Final drive for 5th gear through 6th gear	69 : 25 = 2.760	69 : 25 = 2.760
Z 2 : Z 1	1st gear	49 : 13 = 3.769	49 : 13 = 3.769
	2nd gear	48 : 23 = 2.087	48 : 23 = 2.087
	3rd gear	45 : 34 = 1.324	45 : 34 = 1.324
	4th gear	42 : 43 = 0.977	42 : 43 = 0.977
	5th gear	39 : 40 = 0.975	39 : 40 = 0.975
	6th gear	35 : 43 = 0,814	35 : 43 = 0,814
	Reverse gear	36 : 13 x 23 : 14 = 4,549	36 : 13 x 23 : 14 = 4,549
Filling capacity		2.3 litre	
Top-up		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch control		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	

Manual gearbox		6 speed 02Q front-wheel-drive	
Identification characters		GVT	JLU
Manufactured	from through	10/2005 03/2006	04/2006 05/2007
Assignment:	Engine	2.0 ltr./147 kW TFSI	2.0 ltr./103 kW TDI PD 2.0 ltr./100 kW TDI PD
Ratio:	Final drive for 1st gear through 4th gear	71 : 18 = 3,944	69 : 20 = 3,450
	Final drive for 5th gear through 6th gear	71 : 23 = 3,087	69 : 25 = 2,760
Z 2 : Z 1	1st gear	47 : 14 = 3,357	49 : 13 = 3,769
	2nd gear	48 : 23 = 2,087	48 : 23 = 2,087
	3rd gear	47 : 32 = 1,469	45 : 34 = 1,324
	4th gear	45 : 41 = 1,098	42 : 43 = 0,977
	5th gear	41 : 37 = 1,108	39 : 40 = 0,975
	6th gear	38 : 41 = 0,927	35 : 43 = 0,814
	Reverse gear	34 : 14 x 23 : 14 = 3,990	36 : 13 x 23 : 14 = 4,549
Filling capacity		2.3 litre	
Top-up		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch control		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	



Manual gearbox		6 speed 02Q front-wheel-drive	
Identification characters		JLW	JMA
Manufactured	from through	04/2006 05/2007	07/2006 05/2007
Assignment:	Engine	2.0 ltr./147 kW TFSI	2.0 ltr./125 kW TDI PD
Ratio:	Final drive for 1st gear through 4th gear	71 : 18 = 3,944	70 : 19 = 3,684
	Final drive for 5th gear through 6th gear	71 : 23 = 3,087	70 : 24 = 2,917
Z 2 : Z 1	1st gear	47 : 14 = 3,357	49 : 13 = 3,769
	2nd gear	48 : 23 = 2,087	48 : 23 = 2,087
	3rd gear	47 : 32 = 1,469	45 : 34 = 1,324
	4th gear	45 : 41 = 1,098	34 : 37 = 0.919
	5th gear	41 : 37 = 1,108	37 : 41 = 0.902
	6th gear	38 : 41 = 0,927	28 : 37 = 0.757
		Reverse gear	34 : 14 x 23 : 14 = 3,990
Filling capacity		2.3 litre	
Top-up		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch control		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	

Manual gearbox		6 speed 02Q front-wheel-drive	
Identification characters		KDN	KDQ
Manufactured	from through	06/2007 12/2007	06/2007 12/2007
Assignment:	Engine	2.0 ltr./103 kW TDI PD 2.0 ltr./100 kW TDI PD	2.0 ltr./147 kW TFSI
Ratio:	Final drive for 1st gear through 4th gear	69 : 20 = 3,450	71 : 18 = 3,944
	Final drive for 5th gear through 6th gear	69 : 25 = 2,760	71 : 23 = 3,087
Z 2 : Z 1	1st gear	49 : 13 = 3,769	47 : 14 = 3,357
	2nd gear	48 : 23 = 2,087	48 : 23 = 2,087
	3rd gear	45 : 34 = 1,324	47 : 32 = 1,469
	4th gear	42 : 43 = 0,977	45 : 41 = 1,098
	5th gear	39 : 40 = 0,975	41 : 37 = 1,108
	6th gear	35 : 43 = 0,814	38 : 41 = 0,927
		Reverse gear	36 : 13 x 23 : 14 = 4,549
Filling capacity		2.3 litre	
Top-up		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch control		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	



Manual gearbox	6 speed 02Q front-wheel-drive
Drive shaft flange Ø	107 mm

Manual gearbox		6 speed 02Q front-wheel-drive	
Identification characters		KDS	KNS
Manufactured	from through	06/2007 12/2007	12/2007 05/2009
Assignment:	Engine	2.0 ltr./125 kW TDI PD	2.0 ltr./103 kW TDI PD 2.0 ltr./100 kW TDI PD
Ratio:	Final drive for 1st gear through 4th gear	70 : 19 = 3,684	69 : 20 = 3,450
	Final drive for 5th gear through 6th gear	70 : 24 = 2,917	69 : 25 = 2,760
Z 2 : Z 1	1st gear	49 : 13 = 3,769	49 : 13 = 3,769
	2nd gear	48 : 23 = 2,087	48 : 23 = 2,087
	3rd gear	45 : 34 = 1,324	45 : 34 = 1,324
	4th gear	34 : 37 = 0,919	42 : 43 = 0,977
	5th gear	37 : 41 = 0,902	39 : 40 = 0,975
	6th gear	28 : 37 = 0,757	35 : 43 = 0,814
	Reverse gear	36 : 13 x 23 : 14 = 4,549	36 : 13 x 23 : 14 = 4,549
Filling capacity		2.3 litre	
Top-up		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch control		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	

Manual gearbox		6 speed 02Q front-wheel-drive	
Identification characters		KNU	KNY
Manufactured	from through	12/2007 05/2009	12/2007 05/2009
Assignment:	Engine	2.0 ltr./147 kW TFSI	2.0 ltr./125 kW TDI PD
Ratio:	Final drive for 1st gear through 4th gear	71 : 18 = 3,944	70 : 19 = 3,684
	Final drive for 5th gear through 6th gear	71 : 23 = 3,087	70 : 24 = 2,917
Z 2 : Z 1	1st gear	47 : 14 = 3,357	49 : 13 = 3,769
	2nd gear	48 : 23 = 2,087	48 : 23 = 2,087
	3rd gear	47 : 32 = 1,469	45 : 34 = 1,324
	4th gear	45 : 41 = 1,098	34 : 37 = 0,919
	5th gear	41 : 37 = 1,108	37 : 41 = 0,902
	6th gear	38 : 41 = 0,927	28 : 37 = 0,757
	Reverse gear	34 : 14 x 23 : 14 = 3,990	36 : 13 x 23 : 14 = 4,549
Filling capacity		2.3 litre	
Top-up		Filled for life, no top-up	



Manual gearbox	6 speed 02Q front-wheel-drive
Specification	⇒ Electronic Catalogue of Original Parts
Clutch control	hydraulic
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts
Drive shaft flange Ø	107 mm

Manual gearbox	6 speed 02Q front-wheel-drive		
Identification characters	KXX	KXZ	
Manufactured from through	06/2009 05/2010	06/2009 05/2011	
Assignment: Engine	2.0 ltr./103 kW TDI PD 2.0 ltr./100 kW TDI PD	2.0 ltr./125 kW TDI CR	
Ratio:	Final drive for 1st gear through 4th gear	69 : 20 = 3,450	70 : 19 = 3,684
	Final drive for 5th gear through 6th gear	69 : 25 = 2,760	70 : 24 = 2,917
Z 2 : Z 1	1st gear	49 : 13 = 3,769	49 : 13 = 3,769
	2nd gear	48 : 23 = 2,087	48 : 23 = 2,087
	3rd gear	45 : 34 = 1,324	45 : 34 = 1,324
	4th gear	42 : 43 = 0,977	34 : 37 = 0.919
	5th gear	39 : 40 = 0,975	37 : 41 = 0.902
	6th gear	35 : 43 = 0,814	28 : 37 = 0.757
	Reverse gear	36 : 13 x 23 : 14 = 4,549	36 : 13 x 23 : 14 = 4,549
Filling capacity	2.3 litre		
Top-up	Filled for life, no top-up		
Specification	⇒ Electronic Catalogue of Original Parts		
Clutch control	hydraulic		
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts		
Drive shaft flange Ø	107 mm		

As of 06.09, the bearing of the reverse gear shift fork is modified.

Manual gearbox	6 speed 02Q front-wheel-drive		
Identification characters	KZS	LHD	
Manufactured from through	06/2009 02/2013	06/2010 05/2011	
Assignment: Engine	2.0 ltr./147 kW TFSI	2.0 ltr./103 kW TDI CR	
Ratio:	Final drive for 1st gear through 4th gear	71 : 18 = 3,944	69 : 20 = 3,450
	Final drive for 5th gear through 6th gear	71 : 23 = 3,087	69 : 25 = 2,760
Z 2 : Z 1	1st gear	47 : 14 = 3,357	49 : 13 = 3,769
	2nd gear	48 : 23 = 2,087	47 : 24 = 1,958
	3rd gear	47 : 32 = 1,469	44 : 35 = 1,257
	4th gear	45 : 41 = 1,098	40 : 46 = 0,870

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Manual gearbox	6 speed 02Q front-wheel-drive	
5th gear	41 : 37 = 1,108	36 : 42 = 0,857
6th gear	38 : 41 = 0,927	33 : 46 = 0,717
Reverse gear	34 : 14 x 23 : 14 = 3,990	36 : 13 x 23 : 14 = 4,549
Filling capacity	2.3 litre	
Top-up	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch control	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	

As of 06.09, the bearing of the reverse gear shift fork is modified.

Manual gearbox	6 speed 02Q front-wheel-drive		
Identification characters	LHD	NFP	
Manufactured from through	02/2011 05/2011	06/2011 04/2013	
Assignment: Engine	2.0 ltr./81 kW TDI CR	2.0 ltr./81 kW TDI CR	
Ratio: Z ₂ : Z ₁	Final drive for 1st gear through 4th gear	69 : 20 = 3,450	69 : 20 = 3,450
	Final drive for 5th gear through 6th gear	69 : 25 = 2,760	69 : 25 = 2,760
	1st gear	49 : 13 = 3,769	49 : 13 = 3,769
	2nd gear	47 : 24 = 1,958	47 : 24 = 1,958
	3rd gear	44 : 35 = 1,257	44 : 35 = 1,257
	4th gear	40 : 46 = 0,870	40 : 46 = 0,870
	5th gear	36 : 42 = 0,857	36 : 42 = 0,857
	6th gear	33 : 46 = 0,717	33 : 46 = 0,717
Reverse gear	36 : 13 x 23 : 14 = 4,549	36 : 13 x 23 : 14 = 4,549	
Filling capacity	2.3 litre		
Top-up	Filled for life, no top-up		
Specification	⇒ Electronic Catalogue of Original Parts		
Clutch control	hydraulic		
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts		
Drive shaft flange Ø	107 mm		

Manual gearbox	6 speed 02Q front-wheel-drive		
Identification characters	NFP	NFN	
Manufactured from through	06/2011 04/2013	06/2011 02/2013	
Assignment: Engine	2.0 ltr./103 kW TDI CR	2.0 ltr./125 kW TDI CR	
Ratio:	Final drive for 1st gear through 4th gear	69 : 20 = 3,450	70 : 19 = 3,684
	Final drive for 5th gear through 6th gear	69 : 25 = 2,760	70 : 24 = 2,917



Manual gearbox		6 speed 02Q front-wheel-drive	
Z 2 : Z 1	1st gear	49 : 13 = 3,769	49 : 13 = 3,769
	2nd gear	47 : 24 = 1,958	48 : 23 = 2,087
	3rd gear	44 : 35 = 1,257	45 : 34 = 1,324
	4th gear	40 : 46 = 0,870	34 : 37 = 0,919
	5th gear	36 : 42 = 0,857	37 : 41 = 0,902
	6th gear	33 : 46 = 0,717	28 : 37 = 0,757
		Reverse gear	36 : 13 x 23 : 14 = 4,549
Filling capacity		2.3 litre	
Top-up		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch control		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	

Manual gearbox		6 speed 02Q four-wheel drive	
Identification characters		FWZ	JLS
Manufactured	from through	11/2004 03/2006	04/2006 05/2007
Assignment:	Engine	1.9 ltr./77 kW TDI PD	1.9 ltr./77 kW TDI PD
Ratio:	Final drive for 1st gear through 4th gear	72 : 17 = 4,235	72 : 17 = 4,235
	Final drive for 5th gear through 6th gear	72 : 22 = 3,273	72 : 22 = 3,273
Z 2 : Z 1	1st gear	49 : 13 = 3,769	49 : 13 = 3,769
	2nd gear	48 : 23 = 2,087	48 : 23 = 2,087
	3rd gear	45 : 34 = 1,324	45 : 34 = 1,324
	4th gear	41 : 45 = 0,911	41 : 45 = 0,911
	5th gear	37 : 41 = 0,902	37 : 41 = 0,902
	6th gear	34 : 45 = 0,756	34 : 45 = 0,756
	Reverse gear	36 : 13 x 23 : 14 = 4,549	36 : 13 x 23 : 14 = 4,549
Capacity manual gearbox		2.3 litre	
Top-up		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox		0.9 litres	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch control		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	
Assignment rear final drive identification characters		HEY, HHK, HVZ	HVZ

Manual gearbox		6 speed 02Q four-wheel drive	
Identification characters		JLR	KDX



Manual gearbox		6 speed 02Q four-wheel drive	
Manufactured	from through	07/2006 05/2007	06/2007 12/2007
Assignment:	Engine	2.0 ltr./103 kW TDI PD	1.9 ltr./77 kW TDI PD
Ratio:	Final drive for 1st gear through 4th gear	62 : 16 = 3,875	72 : 17 = 4,235
	Final drive for 5th gear through 6th gear	62 : 20 = 3,100	72 : 22 = 3,273
Z 2 : Z 1	1st gear	49 : 13 = 3,769	49 : 13 = 3,769
	2nd gear	48 : 23 = 2,087	48 : 23 = 2,087
	3rd gear	45 : 34 = 1,324	45 : 34 = 1,324
	4th gear	41 : 45 = 0,911	41 : 45 = 0,911
	5th gear	37 : 41 = 0,902	37 : 41 = 0,902
	6th gear	34 : 45 = 0,756	34 : 45 = 0,756
	Reverse gear	36 : 13 x 23 : 14 = 4,549	36 : 13 x 23 : 14 = 4,549
Capacity manual gearbox	2.3 litre		
Top-up	Filled for life, no top-up		
Specification	⇒ Electronic Catalogue of Original Parts		
Capacity angle gearbox	0.9 litres		
Specification	⇒ Electronic Catalogue of Original Parts		
Clutch control	hydraulic		
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts		
Drive shaft flange Ø	107 mm		
Assignment, identification characters rear final drive	HVZ		JYP

Manual gearbox		6 speed 02Q four-wheel drive	
Identification characters		KDL	KNP
Manufactured	from through	06/2007 12/2007	12/2007 05/2009
Assignment:	Engine	2.0 ltr./103 kW TDI PD	
Ratio:	Final drive for 1st gear through 4th gear	62 : 16 = 3,875	
	Final drive for 5th gear through 6th gear	62 : 20 = 3,100	
Z 2 : Z 1	1st gear	49 : 13 = 3,769	
	2nd gear	48 : 23 = 2,087	
	3rd gear	45 : 34 = 1,324	
	4th gear	41 : 45 = 0,911	
	5th gear	37 : 41 = 0,902	
	6th gear	34 : 45 = 0,756	
	Reverse gear	36 : 13 x 23 : 14 = 4,549	
Capacity manual gearbox	2.3 litre		
Top-up	Filled for life, no top-up		
Specification	⇒ Electronic Catalogue of Original Parts		
Capacity angle gearbox	0.9 litres		
Specification	⇒ Electronic Catalogue of Original Parts		

Manual gearbox	6 speed 02Q four-wheel drive	
Clutch control	hydraulic	
Clutch disc \varnothing	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange \varnothing	107 mm	
Assignment, identification characters rear final drive	JYP	KJT

Manual gearbox	6 speed 02Q four-wheel drive	
Identification characters	KNQ	KSC
Manufactured from through	12/2007 05/2009	11/2008 05/2009
Assignment: Engine	1.9 ltr./77 kW TDI PD	1.8 ltr./118 kW TFSI
Ratio: Final drive for 1st gear through 4th gear	72 : 17 = 4,235	71 : 18 = 3,944
Final drive for 5th gear through 6th gear	72 : 22 = 3,273	71 : 23 = 3,087
Z 2 : Z 1 1st gear	49 : 13 = 3,769	49 : 13 = 3,769
2nd gear	48 : 23 = 2,087	48 : 23 = 2,087
3rd gear	45 : 34 = 1,324	47 : 32 = 1,469
4th gear	41 : 45 = 0,911	45 : 41 = 1,098
5th gear	37 : 41 = 0,902	41 : 37 = 1,109
6th gear	34 : 45 = 0,756	38 : 41 = 0,927
Reverse gear	36 : 13 x 23 : 14 = 4,549	36 : 13 x 23 : 14 = 4,549
Capacity manual gearbox	2.3 litre	
Top-up	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox	0.9 litres	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch control	hydraulic	
Clutch disc \varnothing	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange \varnothing	107 mm	
Assignment, identification characters rear final drive	KJT	KMC

Manual gearbox	6 speed 02Q four-wheel drive	
Identification characters	KXU	KXV
Manufactured from through	06/2009 05/2010	06/2009 12/2010
Assignment: Engine	2.0 ltr./103 kW TDI PD	1.9 ltr./77 kW TDI PD
Ratio: Final drive for 1st gear through 4th gear	62 : 16 = 3,875	72 : 17 = 4,235
Final drive for 5th gear through 6th gear	62 : 20 = 3,100	72 : 22 = 3,273
Z 2 : Z 1 1st gear	49 : 13 = 3,769	49 : 13 = 3,769
2nd gear	48 : 23 = 2,087	48 : 23 = 2,087
3rd gear	45 : 34 = 1,324	45 : 34 = 1,324



Manual gearbox	6 speed 02Q four-wheel drive	
4th gear	41 : 45 = 0,911	41 : 45 = 0,911
5th gear	37 : 41 = 0,902	37 : 41 = 0,902
6th gear	34 : 45 = 0,756	34 : 45 = 0,756
Reverse gear	36 : 13 x 23 : 14 = 4,549	36 : 13 x 23 : 14 = 4,549
Capacity manual gearbox	2.3 litre	
Top-up	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox	0.9 litre	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch control	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	
Assignment, identification characters rear final drive	KMC, MMK	

As of 06.09, the bearing of the reverse gear shift fork is modified.

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Manual gearbox	6 speed 02Q four-wheel drive	
Identification characters	LHC	LNN
Manufactured from through	06/2009 02/2013	11/2009 05/2011
Assignment: Engine	1.8 ltr./118 kW TFSI 1.8 ltr./112 kW TFSI	1.6 ltr./77 kW TDI CR
Ratio: Final drive for 1st gear through 4th gear	71 : 18 = 3,944	72 : 17 = 4,235
Final drive for 5th gear through 6th gear	71 : 23 = 3,087	72 : 22 = 3,273
Z 2 : Z 1 1st gear	49 : 13 = 3,769	49 : 13 = 3,769
2nd gear	48 : 23 = 2,087	47 : 24 = 1,958
3rd gear	47 : 32 = 1,469	44 : 35 = 1,257
4th gear	45 : 41 = 1,098	40 : 46 = 0,869
5th gear	41 : 37 = 1,109	36 : 42 = 0,857
6th gear	38 : 41 = 0,927	33 : 46 = 0,717
Reverse gear	36 : 13 x 23 : 14 = 4,549	36 : 13 x 23 : 14 = 4,549
Capacity manual gearbox	2.3 litre	
Top-up	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox	0.9 litres	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch control	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	
Assignment, identification characters rear final drive	KMC, MMK	

As of 06.09, the bearing of the reverse gear shift fork is modified.

Manual gearbox		6 speed 02Q four-wheel drive	
Identification characters		LNM	NFR
Manufactured	from through	06/2010 05/2011	06/2011 02/2013
Assignment:	Engine	2.0 ltr./103 kW TDI CR	2.0 ltr./103 kW TDI CR
Ratio: Z 2 : Z 1	Final drive for 1st gear through 4th gear	62 : 16 = 3,875	62 : 16 = 3,875
	Final drive for 5th gear through 6th gear	62 : 20 = 3,1	62 : 20 = 3,1
	1st gear	49 : 13 = 3,769	49 : 13 = 3,769
	2nd gear	47 : 24 = 1,958	47 : 24 = 1,958
	3rd gear	44 : 35 = 1,257	44 : 35 = 1,257
	4th gear	40 : 46 = 0,870	40 : 46 = 0,870
	5th gear	36 : 42 = 0,857	36 : 42 = 0,857
	6th gear	33 : 46 = 0,717	33 : 46 = 0,717
	Reverse gear	36 : 13 x 23 : 14 = 4,549	36 : 13 x 23 : 14 = 4,549
Capacity manual gearbox		2.3 litre	
Top-up		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox		0.9 litre	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch control		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	
Assignment, identification characters rear final drive		MMK	

As of 06.09, the bearing of the reverse gear shift fork is modified.

Manual gearbox		6 speed 02Q four-wheel drive	
Identification characters		NFQ	NFR
Manufactured	from through	06/2011 02/2013	06/2011 02/2013
Assignment:	Engine	1.6 ltr./77 kW TDI CR	2.0 ltr./81 kW TDI CR
Ratio: Z 2 : Z 1	Final drive for 1st gear through 4th gear	72 : 17 = 4,235	62 : 16 = 3,875
	Final drive for 5th gear through 6th gear	72 : 22 = 3,273	62 : 20 = 3,1
	1st gear	49 : 13 = 3,769	49 : 13 = 3,769
	2nd gear	47 : 24 = 1,958	47 : 24 = 1,958
	3rd gear	44 : 35 = 1,257	44 : 35 = 1,257
	4th gear	40 : 46 = 0,870	40 : 46 = 0,870
	5th gear	36 : 42 = 0,857	36 : 42 = 0,857
	6th gear	33 : 46 = 0,717	33 : 46 = 0,717
	Reverse gear	36 : 13 x 23 : 14 = 4,549	36 : 13 x 23 : 14 = 4,549



Manual gearbox	6 speed 02Q four-wheel drive
Capacity manual gearbox	2.3 litre
Top-up	Filled for life, no top-up
Specification	⇒ Electronic Catalogue of Original Parts
Capacity angle gearbox	0.9 litres
Specification	⇒ Electronic Catalogue of Original Parts
Clutch control	hydraulic
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts
Drive shaft flange Ø	107 mm
Assignment, identification characters rear final drive	MMK

Rear final drive	02D	0AV
Identification characters	HEY	HHK
Manufactured from through	11.2004 11.2004	12.2004 11.2005
Assignment Engine	1.9 ltr./77 kW TDI PD	1.9 ltr./77 kW TDI PD
Ratio Z ₂ : Z ₁	27 : 17 = 1,588	
Capacity final drive	0.925 litres	
Top-up	Filled for life, no top-up	
Capacity Haldex coupling	0.850 litres	
Changing capacity Haldex coupling	0.720 litres	
Specification	⇒ Electronic Catalogue of Original Parts	
Change interval	⇒ Maintenance ; Booklet Octavia II	
Drive shaft flange Ø	100 mm	
Assignment, identification characters gearbox	FWZ	FWZ

Note

- ◆ The rear final drives "02D/0AV" and "0BR" have different "Haldex couplings".
- ◆ Oil for Haldex coupling, assignment ⇒ Electronic Catalogue of Original Parts .

Rear final drive	0AV	
Identification characters	HVZ	JYP
Manufactured from through	12.2005 05.2007	06/2007 12/2007
Assignment Engine	1.9 ltr./77 kW TDI PD 2.0 ltr./103 kW TDI PD	1.9 ltr./77 kW TDI PD 2.0 ltr./103 kW TDI PD
Ratio Z ₂ : Z ₁	27 : 17 = 1,588	
Capacity final drive	0.925 litres	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity Haldex coupling	0.850 litres	
Changing capacity Haldex coupling	0.720 litres	

Rear final drive	0AV	
Specification	⇒ Electronic Catalogue of Original Parts	
Change interval	⇒ Maintenance ; Booklet Octavia II	
Drive shaft flange Ø	100 mm	
Assignment, identification characters gearbox	FWZ, JLS, JLR	KDL, KDX

 **Note**

- ◆ The rear final drives "02D/0AV" and "0BR" have different "Haldex couplings".
- ◆ Oil for Haldex coupling, assignment ⇒ Electronic Catalogue of Original Parts .

Rear final drive	0AV	0BR
Identification characters	KJT	KMC
Manufactured from through	12.2007 05.2008	06.2008 11.2009
Assignment Engine	1.9 ltr./77 kW TDI PD 2.0 ltr./103 kW TDI PD	
Ratio Z ₂ : Z ₁	27 : 17 = 1,588	
Capacity final drive	0.925 litres	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity Haldex coupling	0.850 litres	
Changing capacity Haldex coupling	0.720 litres	
Specification	⇒ Electronic Catalogue of Original Parts	
Change interval	⇒ Maintenance ; Booklet Octavia II	
Drive shaft flange Ø	100 mm	
Assignment, identification characters gearbox	KNP, KNQ	KNP, KNQ, KXV, KXU

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 **Note**

- ◆ The rear final drives "02D/0AV" and "0BR" have different "Haldex couplings".
- ◆ Oil for Haldex coupling, assignment ⇒ Electronic Catalogue of Original Parts .

Rear final drive	0BR	
Identification characters	KMC	KMC
Manufactured from through	11.2008 11.2009	07.2009 11.2009
Assignment Engine	1.8 ltr./118 kW TFSI 1.8 ltr./112 kW TFSI	1.6 ltr./77 kW TDI CR
Ratio Z ₂ : Z ₁	27 : 17 = 1,588	
Capacity final drive	0.925 litres	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity Haldex coupling	0.850 litres	
Changing capacity Haldex coupling	0.720 litres	



Rear final drive	0BR	
Specification	⇒ Electronic Catalogue of Original Parts	
Change interval	⇒ Maintenance ; Booklet Octavia II	
Drive shaft flange Ø	100 mm	
Assignment, identification characters gearbox	KSC, LHC	LNN

Note

- ◆ The rear final drives "02D/0AV" and "0BR" have different "Haldex couplings".
- ◆ Oil for Haldex coupling, assignment ⇒ Electronic Catalogue of Original Parts .

Rear final drive	0BR	
Identification characters	MMK	MMK
Manufactured from through	12.2009 02.2013	12.2009 02.2013
Assignment Engine	1.8 ltr./118 kW TFSI 1.8 ltr./112 kW TFSI	1.6 ltr./77 kW TDI CR 1.9 ltr./77 kW TDI PD 2.0 ltr./81 kW TDI CR 2.0 ltr./103 kW TDI PD 2.0 ltr./103 kW TDI CR
Ratio	Z 2 : Z 1	27 : 17 = 1,588
Capacity final drive	0.925 litres	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity Haldex coupling	0.850 litres	
Changing capacity Haldex coupling	0.720 litres	
Specification	⇒ Electronic Catalogue of Original Parts	
Change interval	⇒ Maintenance ; Booklet Octavia II	
Drive shaft flange Ø	100 mm	
Assignment, identification characters gearbox	LHC	LNN, KXV, LNM, NFQ, NFR

Note

- ◆ The rear final drives "02D/0AV" and "0BR" have different "Haldex couplings".
- ◆ Oil for Haldex coupling, assignment ⇒ Electronic Catalogue of Original Parts .

1.4 Identification characters, aggregate assignment, ratios, filling capacities (Octavia III)

Manual gearbox	6 speed 02Q front-wheel-drive	
Identification characters	PFL	PFN
Manufactured from through	11.2012	



Manual gearbox		6 speed 02Q front-wheel-drive	
Assign-ment:	Engine	2.0 ltr./105 kW TDI CR 2.0 ltr./110 kW TDI CR	
Ratio: Z 2 : Z 1	Final drive for 1st gear through 4th gear	69 : 20 = 3,450	
	Final drive for 5th gear through 6th gear	69 : 25 = 2,760	
	1st gear	49 : 13 = 3,769	
	2nd gear	47 : 24 = 1,958	
	3rd gear	44 : 35 = 1,257	
	4th gear	40 : 46 = 0,870	
	5th gear	36 : 42 = 0,857	
	6th gear	33 : 46 = 0,717	
	Reverse gear	36 : 13 x 23 : 14 = 4,549	
Filling capacity		2.3 litre	
Top-up		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch control		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	

Manual gearbox		6 speed 02Q front-wheel-drive	
Identification characters		NBK	PNN
Manufac-tured	from through	05/2013 05/2013	05.2013
Assign-ment:	Engine	2.0 ltr./162 kW TFSI	
Ratio: Z 2 : Z 1	Final drive for 1st gear through 4th gear	68 : 21 = 3,238	69 : 20 = 3,450
	Final drive for 5th gear through 6th gear	68 : 26 = 2,615	69 : 25 = 2,760
	1st gear	49 : 13 = 3,769	
	2nd gear	48 : 23 = 2,086	
	3rd gear	47 : 32 = 1,468	
	4th gear	37 : 34 = 1,088	38 : 33 = 1,151
	5th gear	34 : 31 = 1,096	35 : 30 = 1,666
	6th gear	31 : 34 = 0,911	32 : 33 = 0,969
	Reverse gear	36 : 13 x 23 : 14 = 4,549	
Filling capacity		2.3 litre	
Top-up		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch control		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	



Manual gearbox		6 speed gearbox 0FB Front-wheel drive	
Identification characters		PDT	
Manufactured	from through	05.2013	
Assignment:	Engine	2.0 ltr./135 kW TDI CR	
Ratio:	Final drive for 1st gear through 4th gear	69 : 20 = 3,450	
	Final drive for 5th gear through 6th gear	69 : 25 = 2,760	
Z 2 : Z 1	1st gear	49 : 13 = 3,769	
	2nd gear	48 : 23 = 2,086	
	3rd gear	45 : 34 = 1,323	
	4th gear	34 : 37 = 0,918	
	5th gear	37 : 41 = 0,902	
	6th gear	28 : 37 = 0,756	
	Reverse gear	36 : 13 x 23 : 14 = 4,549	
Filling capacity		2.3 litre	
Top-up		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch control		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	

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Manual gearbox		6 speed 02Q four-wheel drive	
Identification characters		MRV	PFM
Manufactured	from through	05.2013	05.2013
Assignment:	Engine	1.6 ltr./77 kW TDI CR	2.0 ltr./110 kW TDI CR
Ratio:	Final drive for 1st gear through 4th gear	72 : 17 = 4,235	62 : 16 = 3,875
	Final drive for 5th gear through 6th gear	72 : 22 = 3,273	62 : 20 = 3,1
Z 2 : Z 1	1st gear	49 : 13 = 3,769	
	2nd gear	47 : 24 = 1,958	
	3rd gear	44 : 35 = 1,257	
	4th gear	40 : 46 = 0,869	
	5th gear	36 : 42 = 0,857	
	6th gear	33 : 46 = 0,717	
	Reverse gear	36 : 13 x 23 : 14 = 4,549	
Capacity manual gearbox		2.3 litre	
Top-up		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox		0.9 litre	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch control		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	

Manual gearbox	6 speed 02Q four-wheel drive	
Drive shaft flange \emptyset	107 mm	
Assignment, identification characters rear final drive	PHF, PYP	PHF

Rear final drive	0CQ	
Identification characters	PHF	
Manufactured from through	05.2013 11.2013	05.2013
Assignment Engine	1.6 ltr./77 kW TDI CR	2.0 ltr./110 kW TDI CR
Ratio $Z_2 : Z_1$	27 : 17 = 1,588	
Capacity final drive	0.95 litre	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity Haldex coupling	0.85 litre	
Changing capacity Haldex coupling	0.65 litre	
Specification	⇒ Electronic Catalogue of Original Parts	
Change interval	⇒ Maintenance ; Booklet Octavia III	
Drive shaft flange \emptyset	100 mm	
Assignment, identification characters gearbox 02Q	MRV	PFM

Rear final drive	0CQ	
Identification characters	PYP	
Manufactured from through	11.2013	
Assignment Engine	1.6 ltr./77 kW TDI CR	
Ratio $Z_2 : Z_1$	27 : 17 = 1,588	
Capacity final drive	0.925 litre	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity Haldex coupling	0.745 litre	
Changing capacity Haldex coupling	0.655 litre	
Specification	⇒ Electronic Catalogue of Original Parts	
Change interval	⇒ Maintenance ; Booklet Octavia III	
Drive shaft flange \emptyset	100 mm	
Assignment, identification characters gearbox 02Q	MRV	

1.5 Identification characters, aggregate assignment, ratios, filling capacities (Superb II)

Manual gearbox	6 speed 02Q front-wheel-drive	
Identification characters	KNS	KXX
Manufactured from through	03/2008 05/2009	06/2009 02/2010



Manual gearbox		6 speed 02Q front-wheel-drive
Assignment:	Engine	2.0 ltr./103 kW TDI PD
Ratio:	Final drive for 1st gear through 4th gear	69 : 20 = 3,450
	Final drive for 5th gear through 6th gear	69 : 25 = 2,760
Z 2 : Z 1	1st gear	49 : 13 = 3,769
	2nd gear	48 : 25 = 2,087
	3rd gear	45 : 34 = 1,324
	4th gear	42 : 43 = 0,977
	5th gear	39 : 40 = 0,975
	6th gear	35 : 43 = 0,814
	Reverse gear	36 : 13 x 23 : 14 = 4,549
Filling capacity		2.3 litre
Top-up		Filled for life, no top-up
Specification		⇒ Electronic Catalogue of Original Parts
Clutch control		hydraulic
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts
Drive shaft flange Ø		107 mm

Manual gearbox		6 speed 02Q front-wheel-drive	
Identification characters		LHD	NFP
Manufactured	from through	03/2010 05/2011	06/2011 05/2013
Assignment:	Engine	2.0 ltr./103 kW TDI CR	
Ratio:	Final drive for 1st gear through 4th gear	69 : 20 = 3,450	
	Final drive for 5th gear through 6th gear	69 : 25 = 2,760	
Z 2 : Z 1	1st gear	49 : 13 = 3,769	
	2nd gear	47 : 24 = 1,958	
	3rd gear	44 : 35 = 1,257	
	4th gear	40 : 46 = 0,870	
	5th gear	36 : 42 = 0,857	
	6th gear	33 : 46 = 0,717	
	Reverse gear	36 : 13 x 23 : 14 = 4,549	
Filling capacity		2.3 litre	
Top-up		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch control		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	

Manual gearbox		6 speed 02Q front-wheel-drive	
Identification characters		KNY	KXZ



Manual gearbox		6 speed 02Q front-wheel-drive	
Manufactured	from through	06/2008 05/2009	06/2009 05/2011
Assignment:	Engine	2.0 ltr./125 kW TDI CR	
Ratio:	Final drive for 1st gear through 4th gear	70 : 19 = 3,684	
	Final drive for 5th gear through 6th gear	70 : 24 = 2,917	
Z ₂ : Z ₁	1st gear	49 : 13 = 3,769	
	2nd gear	48 : 23 = 2,087	
	3rd gear	45 : 34 = 1,324	
	4th gear	34 : 37 = 0,919	
	5th gear	37 : 41 = 0,902	
	6th gear	28 : 37 = 0,757	
	Reverse gear	36 : 13 x 23 : 14 = 4,549	
Filling capacity		2.3 litre	
Top-up		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch control		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	

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Manual gearbox		6 speed 02Q front-wheel-drive	
Identification characters		NFN	NFU
Manufactured	from through	06/2011 05/2013	11.2011
Assignment:	Engine	2.0 ltr./125 kW TDI CR	2.0 ltr./103 kW TDI CR
Ratio:	Final drive for 1st gear through 4th gear	70 : 19 = 3,684	69 : 20 = 3,450
	Final drive for 5th gear through 6th gear	70 : 24 = 2,917	69 : 25 = 2,760
Z ₂ : Z ₁	1st gear	49 : 13 = 3,769	49 : 13 = 3,769
	2nd gear	48 : 23 = 2,087	47 : 24 = 1,958
	3rd gear	45 : 34 = 1,324	44 : 35 = 1,257
	4th gear	34 : 37 = 0,919	40 : 46 = 0,870
	5th gear	37 : 41 = 0,902	36 : 42 = 0,857
	6th gear	28 : 37 = 0,757	33 : 46 = 0,717
	Reverse gear	36 : 13 x 23 : 14 = 4,549	36 : 13 x 23 : 14 = 4,549
Filling capacity		2.3 litre	
Top-up		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch control		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	



Manual gearbox		6 speed 02Q front-wheel-drive	
Identification characters		NGD	
Manufactured	from through	05.2013	
Assignment:	Engine	2.0 ltr./125 kW TDI CR	
Ratio:	Final drive for 1st gear through 4th gear	69 : 20 = 3,450	
	Final drive for 5th gear through 6th gear	69 : 25 = 2,760	
Z 2 : Z 1	1st gear	49 : 13 = 3,769	
	2nd gear	48 : 23 = 2,087	
	3rd gear	45 : 34 = 1,324	
	4th gear	34 : 37 = 0,919	
	5th gear	37 : 41 = 0,902	
	6th gear	28 : 37 = 0,757	
	Reverse gear	36 : 13 x 23 : 14 = 4,549	
Filling capacity		2.3 litre	
Top-up		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch control		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	

Manual gearbox		6 speed 02Q four-wheel drive	
Identification characters		KNP	KNW
Manufactured	from through	09/2008 09/2008	09/2008 05/2009
Assignment:	Engine	2.0 ltr./125 kW TDI CR	
Ratio:	Final drive for 1st gear through 4th gear	62 : 16 = 3,875	
	Final drive for 5th gear through 6th gear	62 : 20 = 3,100	
Z 2 : Z 1	1st gear	49 : 13 = 3,769	
	2nd gear	48 : 23 = 2,087	
	3rd gear	45 : 34 = 1,324	
	4th gear	41 : 45 = 0,911	
	5th gear	37 : 41 = 0,902	
	6th gear	34 : 45 = 0,756	
	Reverse gear	36 : 13 x 23 : 14 = 4,549	
Capacity manual gearbox		2.3 litre	
Top-up		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox		0.9 litre	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch control		hydraulic	

Manual gearbox	6 speed 02Q four-wheel drive
Clutch disc \varnothing	⇒ Electronic Catalogue of Original Parts
Drive shaft flange \varnothing	107 mm
Assignment, identification characters rear final drive	KMC

Manual gearbox	6 speed 02Q four-wheel drive	
Identification characters	KXY	NFM
Manufactured from through	06/2009 05/2011	06/2011 05/2013
Assignment: Engine	2.0 ltr./125 kW TDI CR	
Ratio: Z 2 : Z 1	Final drive for 1st gear through 4th gear	62 : 16 = 3,875
	Final drive for 5th gear through 6th gear	62 : 20 = 3,100
	1st gear	49 : 13 = 3,769
	2nd gear	48 : 23 = 2,087
	3rd gear	45 : 34 = 1,324
	4th gear	34 : 37 = 0,919
	5th gear	37 : 41 = 0,902
	6th gear	28 : 37 = 0,757
	Reverse gear	36 : 13 x 23 : 14 = 4,549
Capacity manual gearbox	2.3 litre	
Top-up	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox	0.9 litre	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch control	hydraulic	
Clutch disc \varnothing	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange \varnothing	107 mm	
Assignment, identification characters rear final drive	KMC, MMK	MMK

Manual gearbox	6 speed 02Q four-wheel drive	
Identification characters	KSC	KSC
Manufactured from through	11/2008 05/2009	03/2009 05/2009
Assignment: Engine	1.8 ltr./118 kW TFSI	1.8 ltr./112 kW TFSI
Ratio: Z 2 : Z 1	Final drive for 1st gear through 4th gear	71 : 18 = 3,944
	Final drive for 5th gear through 6th gear	71 : 23 = 3,087
	1st gear	49 : 13 = 3,769
	2nd gear	48 : 23 = 2,087
	3rd gear	47 : 32 = 1,469
	4th gear	45 : 41 = 1,097



Manual gearbox	6 speed 02Q four-wheel drive
5th gear	41 : 37 = 1,108
6th gear	38 : 41 = 0,927
Reverse gear	36 : 13 x 23 : 14 = 4,549
Capacity manual gearbox	2.3 litre
Top-up	Filled for life, no top-up
Specification	⇒ Electronic Catalogue of Original Parts
Capacity angle gearbox	0.9 litre
Specification	⇒ Electronic Catalogue of Original Parts
Clutch control	hydraulic
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts
Drive shaft flange Ø	107 mm
Assignment, identification characters rear final drive	KMC

Manual gearbox	6 speed 02Q four-wheel drive
Identification characters	LHC
Manufactured from through	06.2009
Assignment: Engine	1.8 ltr./118 kW TFSI
Ratio: Final drive for 1st gear through 4th gear	71 : 18 = 3,944
Final drive for 5th gear through 6th gear	71 : 23 = 3,087
Z 2 : Z 1	
1st gear	49 : 13 = 3,769
2nd gear	48 : 23 = 2,087
3rd gear	47 : 32 = 1,469
4th gear	45 : 41 = 1,097
5th gear	41 : 37 = 1,108
6th gear	38 : 41 = 0,927
Reverse gear	36 : 13 x 23 : 14 = 4,549
Capacity manual gearbox	2.3 litre
Top-up	Filled for life, no top-up
Specification	⇒ Electronic Catalogue of Original Parts
Capacity angle gearbox	0.9 litre
Specification	⇒ Electronic Catalogue of Original Parts
Clutch control	hydraulic
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts
Drive shaft flange Ø	107 mm
Assignment, identification characters rear final drive	KMC, MMK

Manual gearbox	6 speed 02Q four-wheel drive
Identification characters	NFV

Manual gearbox		6 speed 02Q four-wheel drive	
Manufactured	from through	05.2013	
Assignment:	Engine	2.0 ltr./103 kW TDI CR	
Ratio:	Final drive for 1st gear through 4th gear	62 : 16 = 3,875	
	Final drive for 5th gear through 6th gear	62 : 20 = 3,100	
Z 2 : Z 1	1st gear	49 : 13 = 3,769	
	2nd gear	47 : 24 = 1,958	
	3rd gear	44 : 35 = 1,257	
	4th gear	40 : 46 = 0,870	
	5th gear	36 : 42 = 0,857	
	6th gear	33 : 46 = 0,717	
	Reverse gear	36 : 13 x 23 : 14 = 4,549	
Capacity manual gearbox		2.3 litre	
Top-up		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox		0.9 litre	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch control		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	
Assignment, identification characters rear final drive		MMK	

Rear final drive		OBR	OBR
Identification characters		KMC	
Manufactured	from through	09/2008 05/2009	11/2008 05/2009
Assignment:	Engine	2.0 ltr./125 kW TDI CR	1.8 ltr./112 kW TFSI 1.8 ltr./118 kW TFSI
Ratio	Z 2 : Z 1	27 : 17 = 1,588	
Capacity final drive		0.925 litres	
Specification		⇒ Electronic Catalogue of Original Parts	
Capacity Haldex coupling		0.850 litres	
Changing capacity Haldex coupling		0.720 litres	
Specification		⇒ Electronic Catalogue of Original Parts	
Change interval		⇒ Maintenance ; Booklet Superb II	
Drive shaft flange Ø		100 mm	
Assignment, identification characters gearbox 02Q		KNP, KNW	KSC

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Rear final drive		OBR	OBR
Identification characters		KMC	



Rear final drive		OBR	OBR
Manu- factured	from through	06/2009 11/2009	
Assign- ment	Engine	2.0 ltr./125 kW TDI CR	1.8 ltr./112 kW TFSI 1.8 ltr./118 kW TFSI
Ratio	Z ₂ : Z ₁	27 : 17 = 1,588	
Capacity final drive		0.925 litres	
Specification		⇒ Electronic Catalogue of Original Parts	
Capacity Haldex coupling		0.850 litres	
Changing capacity Haldex coupling		0.720 litres	
Specification		⇒ Electronic Catalogue of Original Parts	
Change interval		⇒ Maintenance ; Booklet Superb II	
Drive shaft flange Ø		100 mm	
Assignment, identification characters gear- box 02Q		KXY	LHC

Rear final drive		OBR	OBR
Identification characters		MMK	
Manu- factured	from through	12/2009 05/2013	
Assign- ment	Engine	2.0 ltr./125 kW TDI CR	1.8 ltr./112 kW TFSI 1.8 ltr./118 kW TFSI
Ratio	Z ₂ : Z ₁	27 : 17 = 1,588	
Capacity final drive		0.925 litres	
Specification		⇒ Electronic Catalogue of Original Parts	
Capacity Haldex coupling		0.850 litres	
Changing capacity Haldex coupling		0.720 litres	
Specification		⇒ Electronic Catalogue of Original Parts	
Change interval		⇒ Maintenance ; Booklet Superb II	
Drive shaft flange Ø		100 mm	
Assignment, identification characters gear- box 02Q		KXY, NFM	LHC

Rear final drive		OBR	OBR
Identification characters		MMK	
Manu- factured	from through	05.2013	
Assign- ment	Engine	2.0 ltr./103 kW TDI CR	
Ratio	Z ₂ : Z ₁	27 : 17 = 1,588	
Capacity final drive		0.925 litre	
Specification		⇒ Electronic Catalogue of Original Parts	
Capacity Haldex coupling		0.850 litre	
Changing capacity Haldex coupling		0.720 litre	
Specification		⇒ Electronic Catalogue of Original Parts	
Change interval		⇒ Maintenance ; Booklet Su- perb II	

Rear final drive	OBR	OBR
Drive shaft flange \emptyset	100 mm	
Assignment, identification characters gear-box 02Q	NFV	

1.6 Identification characters, aggregate assignment, ratios, filling capacities (Yeti)

Manual gearbox		6 speed 02Q front-wheel-drive
Identification characters		NGC
Manufactured	from through	11.2011
Assignment:	Engine	2.0 ltr./103 kW TDI CR
Ratio: Z 2 : Z 1	Final drive for 1st gear through 4th gear	70 : 19 = 3,684
	Final drive for 5th gear through 6th gear	70 : 24 = 2,917
	1st gear	49 : 13 = 3,769
	2nd gear	47 : 24 = 1,958
	3rd gear	44 : 35 = 1,257
	4th gear	40 : 46 = 0,870
	5th gear	36 : 42 = 0,857
	6th gear	33 : 46 = 0,717
	Reverse gear	36 : 13 x 23 : 14 = 4,549
Filling capacity		2.3 litre
Top-up		Filled for life, no top-up
Specification		⇒ Electronic Catalogue of Original Parts
Clutch control		hydraulic
Clutch disc \emptyset		⇒ Electronic Catalogue of Original Parts
Drive shaft flange \emptyset		107 mm

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Manual gearbox		6 speed 02Q four-wheel drive
Identification characters		KSC LHC
Manufactured	from through	05/2009 05/2009 05.2009
Assignment:	Engine	1.8 ltr./118 kW TFSI
Ratio: Z 2 : Z 1	Final drive for 1st gear through 4th gear	71 : 18 = 3,944
	Final drive for 5th gear through 6th gear	71 : 23 = 3,087
	1st gear	49 : 13 = 3,769
	2nd gear	48 : 23 = 2,087
	3rd gear	47 : 32 = 1,469
	4th gear	45 : 41 = 1,097
	5th gear	41 : 37 = 1,108
	6th gear	38 : 41 = 0,927
	Reverse gear	36 : 13 x 23 : 14 = 4,549



Manual gearbox	6 speed 02Q four-wheel drive	
Capacity manual gearbox	2.3 litre	
Top-up	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox	0.9 litres	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch control	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	
Assignment rear final drive identification characters	KMC	KMC, MMK, PYG, PFZ

Manual gearbox	6 speed 02Q four-wheel drive	
Identification characters	LHC	
Manufactured from through	10.2009	
Assignment: Engine	1.8 ltr./112 kW TFSI	
Ratio: Z ₂ : Z ₁	Final drive for 1st gear through 4th gear	71 : 18 = 3,944
	Final drive for 5th gear through 6th gear	71 : 23 = 3,087
	1st gear	49 : 13 = 3,769
	2nd gear	48 : 23 = 2,087
	3rd gear	47 : 32 = 1,469
	4th gear	45 : 41 = 1,097
	5th gear	41 : 37 = 1,108
	6th gear	38 : 41 = 0,927
Reverse gear	36 : 13 x 23 : 14 = 4,549	
Capacity manual gearbox	2.3 litre	
Top-up	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox	0.9 litres	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch control	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	
Assignment rear final drive identification characters	KMC, MMK	

Manual gearbox	6 speed 02Q four-wheel drive	
Identification characters	KRN	LNM
Manufactured from through	05/2009 05/2009	05/2009 05/2011
Assignment: Engine	2.0 ltr./103 kW TDI CR	
Ratio: Final drive for 1st gear through 4th gear	62 : 16 = 3,875	



Manual gearbox		6 speed 02Q four-wheel drive	
Z 2 : Z 1	Final drive for 5th gear through 6th gear	62 : 20 = 3,100	
	1st gear	49 : 13 = 3,769	
	2nd gear	47 : 24 = 1,958	
	3rd gear	44 : 35 = 1,257	
	4th gear	40 : 46 = 0,869	
	5th gear	36 : 42 = 0,857	
	6th gear	33 : 46 = 0,717	
	Reverse gear	36 : 13 x 23 : 14 = 4,549	
Capacity manual gearbox		2.3 litre	
Top-up		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox		0.9 litre	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch control		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	
Assignment, identification characters rear final drive		KMC	KMC, MMK

Manual gearbox		6 speed 02Q four-wheel drive	
Identification characters		LNN	KXY
Manufactured	from through	11/2009 05/2011	11/2009 05/2011
Assignment:	Engine	2.0 ltr./81 kW TDI CR	2.0 ltr./125 kW TDI CR
Z 2 : Z 1	Ratio: Final drive for 1st gear through 4th gear	72 : 17 = 4,235	62 : 16 = 3,875
	Final drive for 5th gear through 6th gear	72 : 22 = 3,273	62 : 20 = 3,100
	1st gear	49 : 13 = 3,769	49 : 13 = 3,769
	2nd gear	47 : 24 = 1,958	48 : 23 = 2,087
	3rd gear	44 : 35 = 1,257	45 : 34 = 1,324
	4th gear	40 : 46 = 0,869	34 : 37 = 0,919
	5th gear	36 : 42 = 0,857	37 : 41 = 0,902
	6th gear	33 : 46 = 0,717	28 : 37 = 0,757
	Reverse gear	36 : 13 x 23 : 14 = 4,549	36 : 13 x 23 : 14 = 4,549
Capacity manual gearbox		2.3 litre	
Top-up		Filled for life, no top-up	
Specification		⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox		0.9 litre	
Specification		⇒ Electronic Catalogue of Original Parts	
Clutch control		hydraulic	
Clutch disc Ø		⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø		107 mm	



Manual gearbox	6 speed 02Q four-wheel drive
Assignment, identification characters rear final drive	KMC, MMK

Manual gearbox	6 speed 02Q four-wheel drive		
Identification characters	NFQ	NFM	
Manufactured from through	06.2011	06.2011	
Assignment: Engine	2.0 ltr./81 kW TDI CR	2.0 ltr./125 kW TDI CR	
Ratio: Z 2 : Z 1	Final drive for 1st gear through 4th gear	72 : 17 = 4,235	62 : 16 = 3,875
	Final drive for 5th gear through 6th gear	72 : 22 = 3,273	62 : 20 = 3,100
	1st gear	49 : 13 = 3,769	49 : 13 = 3,769
	2nd gear	47 : 24 = 1,958	48 : 23 = 2,087
	3rd gear	44 : 35 = 1,257	45 : 34 = 1,324
	4th gear	40 : 46 = 0,869	34 : 37 = 0,919
	5th gear	36 : 42 = 0,857	37 : 41 = 0,902
	6th gear	33 : 46 = 0,717	28 : 37 = 0,757
	Reverse gear	36 : 13 x 23 : 14 = 4,549	36 : 13 x 23 : 14 = 4,549
Capacity manual gearbox	2.3 litre		
Top-up	Filled for life, no top-up		
Specification	⇒ Electronic Catalogue of Original Parts		
Capacity angle gearbox	0.9 litre		
Specification	⇒ Electronic Catalogue of Original Parts		
Clutch control	hydraulic		
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts		
Drive shaft flange Ø	107 mm		
Assignment, identification characters rear final drive	MMK		

Manual gearbox	6 speed 02Q four-wheel drive		
Identification characters	NFR		
Manufactured from through	06.2011		
Assignment: Engine	2.0 ltr./103 kW TDI CR		
Ratio: Z 2 : Z 1	Final drive for 1st gear through 4th gear	62 : 16 = 3,875	
	Final drive for 5th gear through 6th gear	62 : 20 = 3,100	
	1st gear	49 : 13 = 3,769	
	2nd gear	47 : 24 = 1,958	
	3rd gear	44 : 35 = 1,257	
	4th gear	40 : 46 = 0,869	
	5th gear	36 : 42 = 0,857	
	6th gear	33 : 46 = 0,717	

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Manual gearbox	6 speed 02Q four-wheel drive	
Reverse gear	36 : 13 x 23 : 14 = 4,549	
Capacity manual gearbox	2.3 litre	
Top-up	Filled for life, no top-up	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity angle gearbox	0.9 litre	
Specification	⇒ Electronic Catalogue of Original Parts	
Clutch control	hydraulic	
Clutch disc Ø	⇒ Electronic Catalogue of Original Parts	
Drive shaft flange Ø	107 mm	
Assignment, identification characters rear final drive	MMK	

Rear final drive	OBR	OBR
Identification characters	KMC	
Manufactured from through	05.2009 11.2009	
Assignment Engine	2.0 ltr./81 kW TDI CR 2.0 ltr./103 kW TDI CR 2.0 ltr./125 kW TDI CR	1.8 ltr./112 kW TFSI 1.8 ltr./118 kW TFSI
Ratio Z ₂ : Z ₁	27 : 17 = 1,588	
Capacity final drive	0.925 litres	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity Haldex coupling	0.850 litres	
Changing capacity Haldex coupling	0.720 litres	
Specification	⇒ Electronic Catalogue of Original Parts	
Change interval	⇒ Maintenance ; Booklet Yeti	
Drive shaft flange Ø	100 mm	
Assignment, identification characters gearbox	KRN, LNM, LNN, KXY	KSC, LHC

Rear final drive	OBR	OBR
Identification characters	MMK	
Manufactured from through	12.2009 12.2009	
Assignment Engine	2.0 ltr./81 kW TDI CR 2.0 ltr./103 kW TDI CR 2.0 ltr./125 kW TDI CR	1.8 ltr./112 kW TFSI 1.8 ltr./118 kW TFSI
Ratio Z ₂ : Z ₁	27 : 17 = 1,588	
Capacity final drive	0.925 litres	
Specification	⇒ Electronic Catalogue of Original Parts	
Capacity Haldex coupling	0.850 litres	
Changing capacity Haldex coupling	0.720 litres	
Specification	⇒ Electronic Catalogue of Original Parts	
Change interval	⇒ Maintenance ; Booklet Yeti	
Drive shaft flange Ø	100 mm	
Assignment, identification characters gearbox	LNN, LNM, KXY, NFO, NFR, NFM	LHC



Rear final drive		OBR	OBR
Identification characters		PYG	PFZ
Manufactured	from through	07.2013 10.2013	11.2013
Assignment	Engine	1.8 ltr/118 kW TFSI	
Ratio	Z 2 : Z 1	27 : 17 = 1,588	
Capacity final drive		0.925 litre	0.925 litre
Specification		⇒ Electronic Catalogue of Original Parts	
Capacity Haldex coupling		0.850 litre	0.810 litre
Changing capacity Haldex coupling		0.720 litre	0.720 litre
Specification		⇒ Electronic Catalogue of Original Parts	
Change interval		⇒ Maintenance ; Booklet Yeti	
Drive shaft flange Ø		100 mm	
Assignment, identification characters gearbox		LHC	

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2 Transmission System - Overview

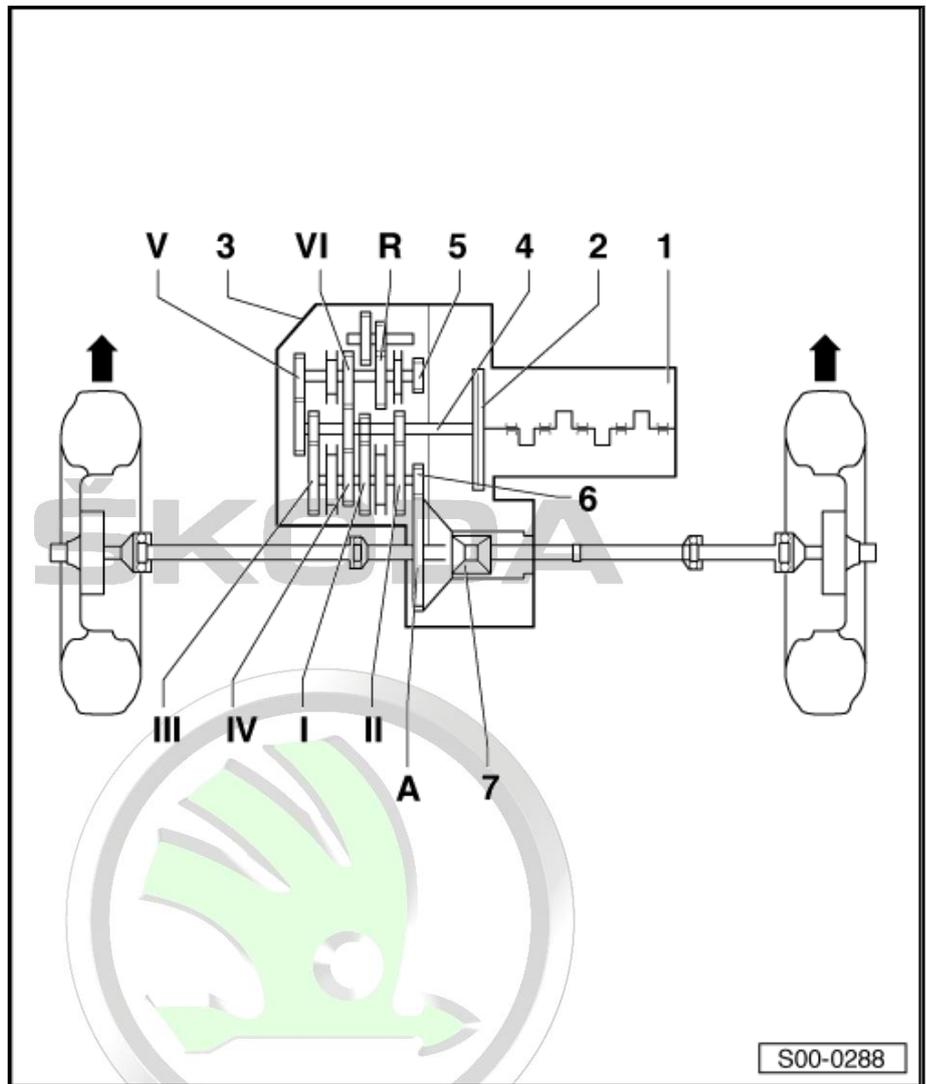
Front-wheel drive ⇒ [page 35](#) .

Four-wheel drive ⇒ [page 36](#) .

2.1 Front-wheel-drive

-Arrows- in direction of travel

- 1 - Engine
- 2 - Clutch
- 3 - Manual gearbox
- 4 - Drive shaft
- 5 - Output shaft 5th, 6th gear/
reverse gear
- 6 - Output shaft gears 1
through 4
- 7 - Differential gear
- I - 1st gear
- II - 2nd gear
- III - 3rd gear
- IV - 4th gear
- V - 5th gear
- VI - 6th gear
- R - Reverse gear
- A - Final drive



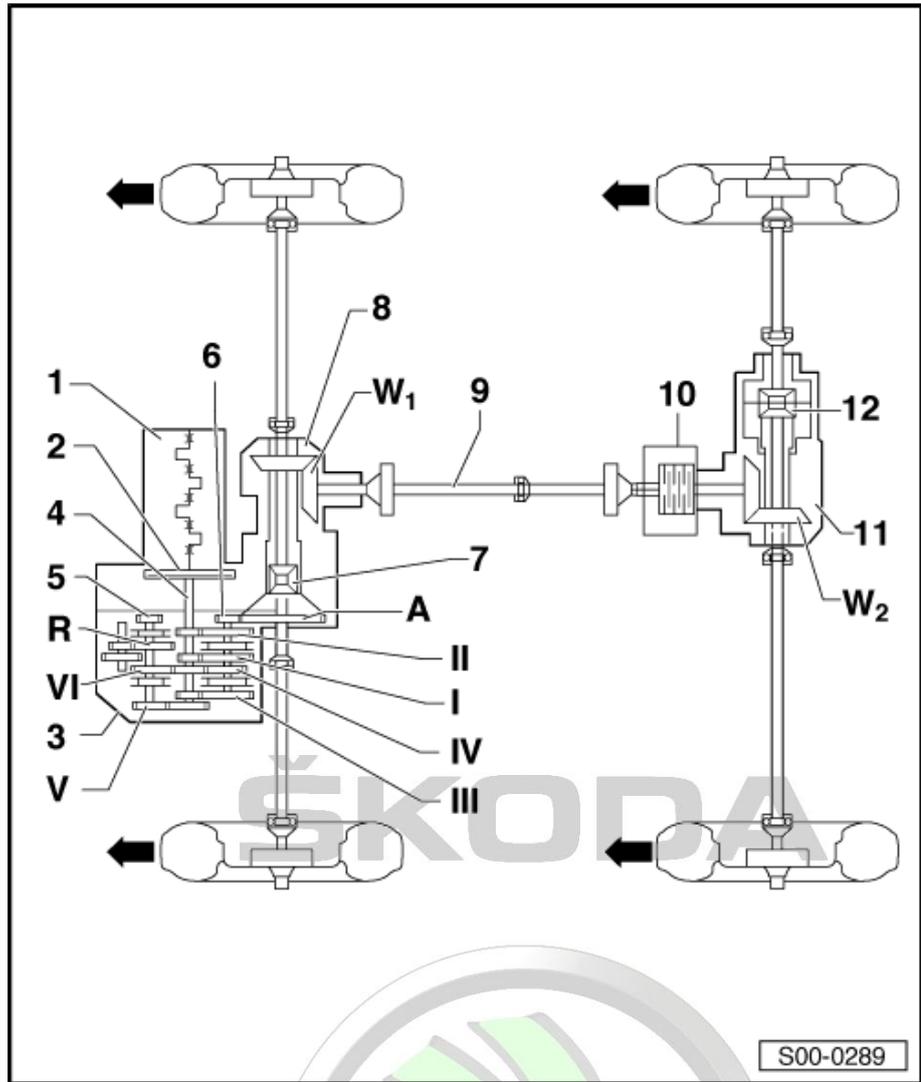
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2.2 Four-wheel drive

-Arrows- in direction of travel

- 1 - Engine
- 2 - Clutch
- 3 - Manual gearbox
- 4 - Drive shaft
- 5 - Output shaft 5th, 6th gear/
reverse gear
- 6 - Output shaft gears 1
through 4
- 7 - Front differential gear
- 8 - Angle gearbox
- 9 - Propshaft
- 10 - Haldex coupling
- 11 - Rear final drive
- 12 - Rear differential gear
- I - 1st gear
- II - 2nd gear
- III - 3rd gear
- IV - 4th gear
- V - 5th gear
- VI - 6th gear
- R - Reverse gear
- A - Front final drive
- W1 - Drive chain of the angle
gearbox
- W2 - Drive chain of the rear fi-
nal drive



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3 General repair information

Contact corrosion ⇒ [page 37](#)

Components ⇒ [page 38](#)

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 under the term "components" ⇒ [page 38](#) . They apply to this workshop manual.

3.1 Contact corrosion

- ◆ The gearbox housing and the clutch housing are made out of magnesium alloy.
- ◆ Bolts and other components that come into direct contact with the gearbox have a surface with varying finishes in relation to it.
- ◆ The use of substitute components causes contact corrosion (screws, nuts, washers ...). The gearbox housing and the clutch housing are damaged.
- ◆ Generally install parts which are indicated in the ⇒ Electronic Catalogue of Original Parts .

3.2 Safety measures for working on vehicles with start/stop system

When working on vehicles with start-stop system, observe the following:

 **WARNING**

Risk of injury from automatic engine start on vehicles with start/stop system.

- ◆ *On vehicles with activated start-stop system (recognizable by a message in the dash panel insert), the engine can start automatically if required.*
- ◆ *It is necessary to ensure that the start-stop system is deactivated when carrying out work on the vehicle (switch ignition off and if required switch ignition on again).*



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

If test and measuring devices are required during test drives, observe the following information:



WARNING

There is a risk of accident from unintended motion and insufficient securing of testers and measuring instruments.

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

- *Operation of test and measuring instruments by the driver while driving may result in deviating from the direction of travel.*
- *There is an increased risk of injury or accident from unsecured testers and measuring instruments.*
- ◆ *Fasten test and measurement equipment with a strap on the rear seat and secure their operation by another person sitting on the rear seat.*

3.4 Components

Gearbox

- ◆ When installing the manual gearbox, ensure the dowel sleeves are correctly located between the engine and gearbox.
- ◆ When assembling mounts as well as waxed components, the contact surfaces must be cleaned. Contact surfaces must be free of wax and grease.
- ◆ Bolts and other attachments should have a classification in the ⇒ [Electronic Catalogue of Original Parts](#) .
- ◆ When replacing the gearbox, inspect the gear oil level in the manual gearbox (top up with oil if necessary) ⇒ [page 223](#) .
- ◆ Filling capacity (Octavia II) ⇒ [page 5](#) .
- ◆ Filling capacity (Octavia III) ⇒ [page 18](#) .
- ◆ Filling capacity (Superb II) ⇒ [page 21](#) .
- ◆ Filling capacity (Yeti) ⇒ [page 29](#) .
- ◆ Oil specification ⇒ [Electronic Catalogue of Original Parts](#) .

Angle gearbox (four-wheel drive)

- ◆ The angle gearbox is screwed on laterally to the manual gearbox and equipped with its own closed oil supply.
- ◆ Filling capacity (Octavia II) ⇒ [page 5](#) .
- ◆ Filling capacity (Octavia III) ⇒ [page 18](#) .
- ◆ Filling capacity (Superb II) ⇒ [page 21](#) .
- ◆ Filling capacity (Yeti) ⇒ [page 29](#) .
- ◆ Oil specification ⇒ [Electronic Catalogue of Original Parts](#) .
- ◆ Inspect gear oil level (top up if necessary) ⇒ [page 244](#) .

Rear final drive

- ◆ When replacing the rear final drive, inspect the oil level in the final drive ⇒ [page 528](#) and the oil level in the Haldex coupling (top up with oil if necessary) ⇒ [page 518](#) .
- ◆ Filling capacity (Octavia II) ⇒ [page 5](#) .
- ◆ Filling capacity (Octavia III) ⇒ [page 18](#) .
- ◆ Filling capacity (Superb II) ⇒ [page 21](#) .
- ◆ Filling capacity (Yeti) ⇒ [page 29](#) .
- ◆ Oil specification ⇒ Electronic Catalogue of Original Parts .
- ◆ When installing waxed carriers and components, the contact surfaces must be cleaned. Contact surfaces must be free of wax and grease.



Note

- ◆ *The "Haldex coupling" is located in the rear final drive.*
- ◆ *The rear final drives "02D/0AV" are fitted with the "Haldex coupling of the 2nd generation".*
- ◆ *The rear final drives "0BR" are fitted with the "4th generation Haldex coupling generation". On Yeti vehicles as of production date 11/2013, the "5th generation Haldex coupling" is fitted into these rear final drives.*
- ◆ *The rear final drives "0CQ" are fitted with the "5th generation Haldex coupling generation".*
- ◆ *The rear final drive and the "Haldex coupling" have separate oil circulation systems.*
- ◆ *High performance oil for Haldex coupling ⇒ Electronic Catalogue of Original Parts .*
- ◆ *Oil for rear final drive ⇒ Electronic Catalogue of Original Parts .*

Targeted fault finding, Vehicle self-diagnosis and Measuring method

- ◆ Before repairing the Haldex coupling, 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".

Sealant

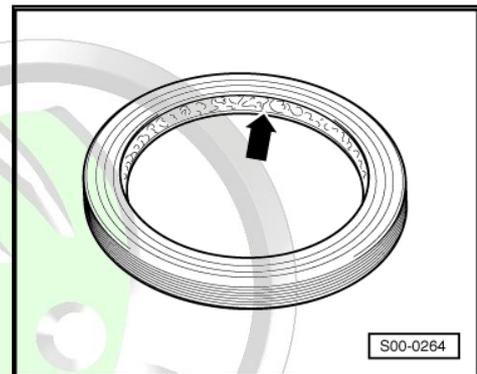
- ◆ Thoroughly clean the contact surfaces of the housing before applying the silicone sealant.
- ◆ Apply sealant -AMV 188 200 03- evenly and not too thickly.

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Gasket rings, O-rings, gaskets

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



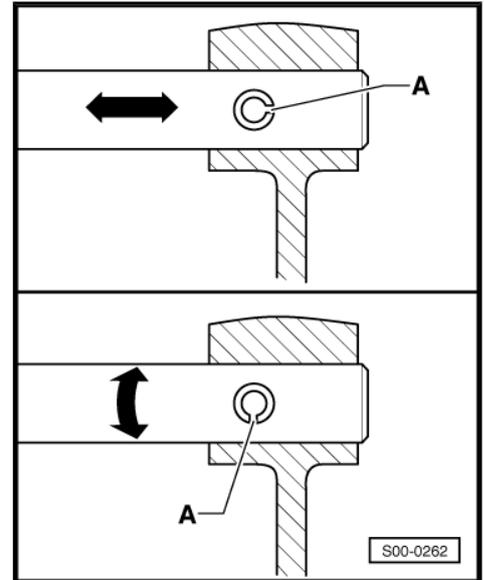
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Locking elements

- ◆ Do not over-tension the circlips.
- ◆ Always replace damaged or over-tensioned circlips ⇒ Electronic Catalogue of Original Parts .
- ◆ Circlips must be positioned in the base of the groove.
- ◆ Replace roll pins. Fitting position: slot longitudinally to power flow.

Screws, nuts

- ◆ Slacken the bolts and nuts against the tightening sequence.
- ◆ Slacken and tighten screws or fixing nuts of covers and housings without tightening sequence diagonally across in stages.
- ◆ Replace the self-locking screws and nuts.
- ◆ Tightening torques apply for non-oiled nuts and bolts.
- ◆ Clean the threaded holes into which self-locking screws or screws with locking agent were screwed in (using e.g. a screw-tap). Otherwise there is a risk that the bolts will shear at the next disassembling.
- ◆ It is important to ensure at all bolted connections that the contact surfaces as well as the nuts and bolts are waxed only after being installed, should this be necessary.



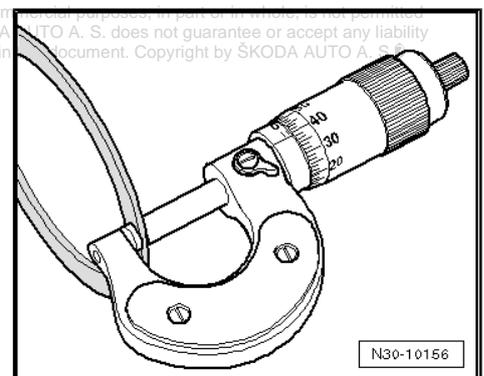
Bearings

- ◆ New taper roller bearings are fitted as supplied and do not require any additional lubrication.
- ◆ Insert moist all bearings (except taper roller bearings) into the gearbox with gear oil.
- ◆ Before installing, heat the inner rings of the tapered-roller bearings on a heating plate or with an induction heater unit , e.g. -VAS 6414- , to approx. 100°C. Press in axially and play-free up to the stop.
- ◆ Do not mix up the outer and inner races of bearings of the same size.
- ◆ Always jointly replace tapered-roller bearings on the same shaft and use products of the same manufacturer.
- ◆ Position needle bearing with the lettered side (thicker end) towards the drift pin.

Shims

- ◆ Gauge shims at several points with a micrometer. Different tolerances allow to select the required thickness for each washer very precisely.
- ◆ Inspect for burrs and damage.
- ◆ Install only adjusting washers which are in perfect condition.

Synchronizer rings





- ◆ These are not interchangeable. If re-using, allocate synchronizer rings to the same sliding gear.
- ◆ Inspect for wear, replace if necessary ⇒ Electronic Catalogue of Original Parts .
- ◆ Check grooves -arrow 1- on synchronizer ring -A- or inner ring for flattened parts (grooves are worn).
- ◆ On the installed intermediate ring -B-, check outer -arrow 2- or inner -arrow 3- contact surface for traces of scoring and friction.
- ◆ Check the cone of the sliding gear for traces of scoring and friction.
- ◆ Oil with gear oil before installing.

Gear pinions and synchronizer body

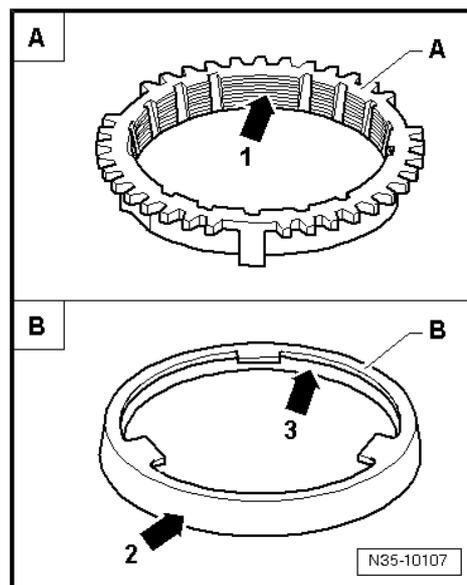
- ◆ Clean and heat on a heating plate or with the induction heater unit e.g. -VAS 6414- to approx. 100°C before pressing on.
- ◆ Install axial and play-free up to the stop.
- ◆ Check fitting position.

Sliding gears

- ◆ Inspect wheels 1st to 6th gear for small axial play or clearance after installation.

Clutch control

- ◆ Do not tilt the clutch pressure plate; release and tighten cross-wise in small stages.
- ◆ If the clutch pedal does not return to its initial position after the coupling procedure - clutch pedal in home position - the clutch control must be bled (further measures ⇒ [page 87](#)).
- ◆ In order to reduce unpleasant odours if the clutch is burnt, thoroughly clean the clutch housing as well as the flywheel and the engine on the side of the gearbox.



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30 – Clutch

1 Repairing clutch control

Overview ⇒ [page 44](#)

Summary of components - Foot controls (Octavia II, Superb II and Yeti) ⇒ [page 45](#) .

Summary of components - Foot controls (Octavia III)
⇒ [page 46](#) .

Removing and installing holder for knee airbag with crash strut
for clutch pedal (Yeti) ⇒ [page 49](#) .

Removing and installing bearing bush (Octavia III) ⇒ [page 49](#) .

Removing and installing over-centre helper spring (Octavia II)
⇒ [page 50](#) .

Removing and installing over-centre helper spring (Octavia III)
⇒ [page 52](#) .

Removing and installing over-centre helper spring (Superb II)
⇒ [page 54](#) .

Removing and installing over-centre helper spring (Yeti)
⇒ [page 55](#) .

Removing and installing tension spring and over-centre helper
spring (Octavia III) ⇒ [page 57](#) .

Removing and installing clutch pedal (Octavia II, Superb II, Yeti)
⇒ [page 59](#) .

Removing and installing clutch pedal (Octavia III) ⇒ [page 61](#) .

Removing and installing bearing bracket for clutch pedal (Octavia
II) ⇒ [page 62](#) .

Removing and installing bearing bracket for clutch pedal (Octavia
III) ⇒ [page 65](#) .

Removing and installing bearing bracket for clutch pedal (Superb
II) ⇒ [page 69](#) .

Removing and installing bearing block for clutch pedal (Yeti)
⇒ [page 71](#) .

Removing and installing master cylinder (Octavia II, Superb II,
Yeti) ⇒ [page 74](#) .

Removing and installing master cylinder (Octavia III)
⇒ [page 75](#) .

Removing and installing clutch position sender - G476- (Octavia
II) ⇒ [page 76](#) .

Removing and installing clutch position sender - G476- (Octavia
III) ⇒ [page 78](#) .

Removing and installing clutch position sender - G476- (Superb
II) ⇒ [page 78](#) .

Removing and installing clutch position sender - G476- (Yeti)
⇒ [page 80](#) .

Summary of components - Hydraulic (Octavia II and Superb II)
⇒ [page 80](#) .

Summary of components - Hydraulics (Octavia III) ⇒ [page 83](#) .

Summary of components - Hydraulic (Yeti) ⇒ [page 86](#) .



Check hydraulic clutch control ⇒ [page 87](#)

Removing and installing cables for clutch control (Octavia III)
⇒ [page 88](#) .

Bleeding the clutch control ⇒ [page 90](#)

1.1 Overview



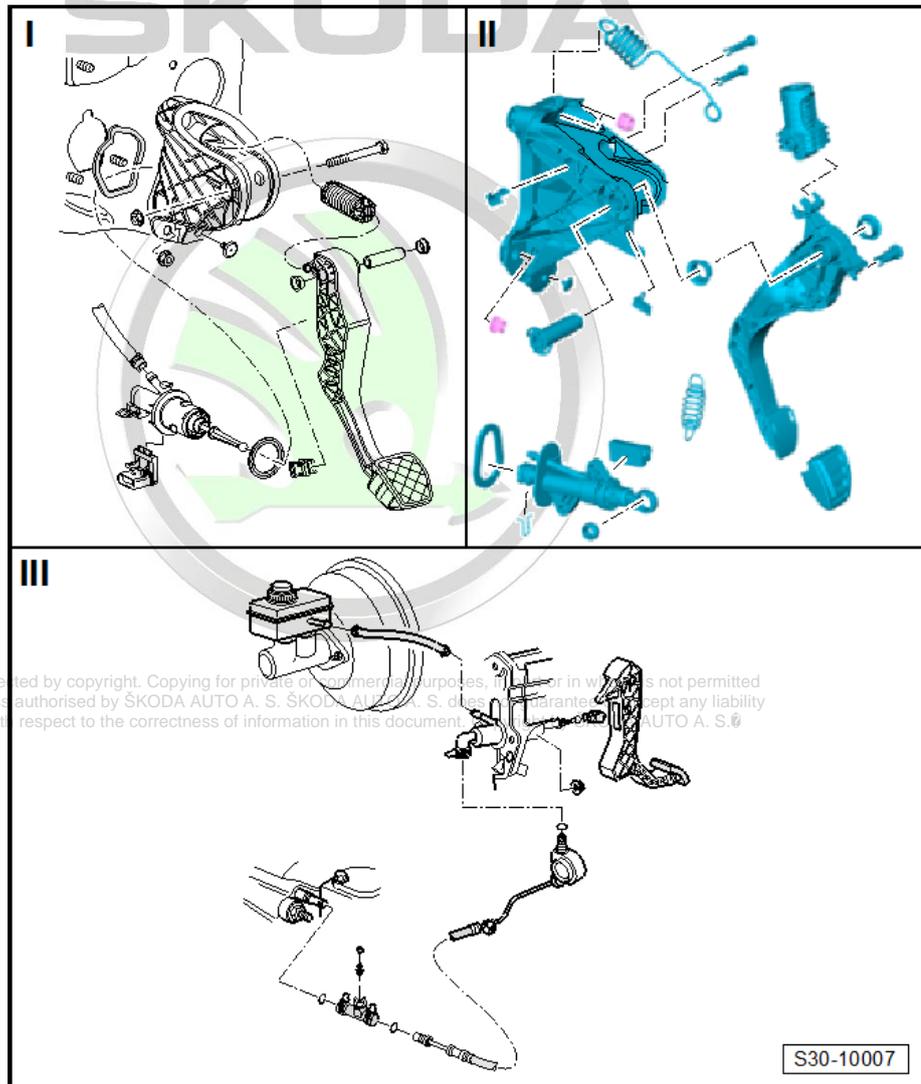
Note

- ◆ After the battery earth strap is disconnected and connected, carry out additional operations ⇒ *Electrical System; Rep. gr. 27* .
- ◆ Grease all bearing and contact surfaces with grease - G 000 450 02- .

I - Summary of components -
Foot controls (Octavia II, Superb II and Yeti) ⇒ [page 45](#) .

II - Summary of components -
Foot controls (Octavia III)
⇒ [page 46](#) .

III - Summary of components -
Hydraulics (Octavia II and Superb II) ⇒ [page 80](#) , (Yeti)
⇒ [page 86](#) and (Octavia III)



1.2 Summary of components - Foot controls (Octavia II, Superb II and Yeti)

1 - Front wall

- with mount for bracket

2 - Gasket

- replace ⇒ Electronic Catalogue of Original Parts
- between bracket and front wall
- self-adhesive
- glue to bracket

3 - Bearing bracket

- for support of clutch pedal
- removing and installing (Octavia II) ⇒ [page 62](#)
- removing and installing (Superb II) ⇒ [page 69](#)
- removing and installing (Yeti) ⇒ [page 71](#)

4 - Screw

5 - Over-centre helper spring

- removing and installing (Octavia II) ⇒ [page 50](#)
- removing and installing (Superb II) ⇒ [page 54](#)
- removing and installing (Yeti) ⇒ [page 55](#)

6 - Bushing

7 - Bearing bolt

8 - Clutch pedal

- removing and installing ⇒ [page 59](#)

9 - Support

- removing and installing ⇒ [page 59](#)

10 - Gasket

- replace ⇒ Electronic Catalogue of Original Parts
- between master cylinder and bracket

11 - Master cylinder

- removing and installing after removing the bracket ⇒ [page 74](#)
- test tightness ⇒ [page 87](#)

12 - Clutch position sender - G476-

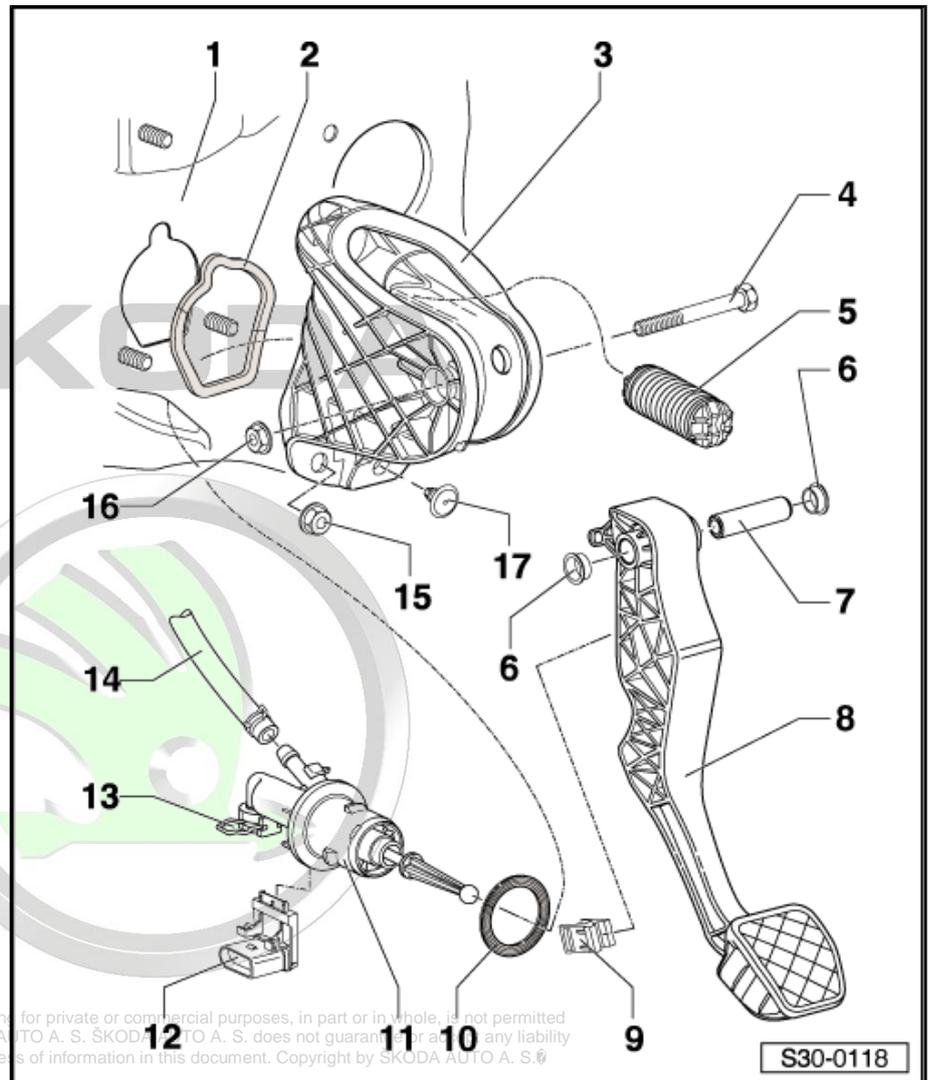
- removing and installing ⇒ [page 74](#)
- check ⇒ Vehicle diagnostic tester

13 - Clamp

- to remove and install the tube-hose line and/or plastic line pull out retaining clip up to the stop

14 - Tubing

- out of rubber





- as of 12/05 on certain vehicles out of plastic ⇒ [page 80](#) or ⇒ [page 86](#)
- Do not use hose clamp - MP7-602-
- test tightness ⇒ [page 87](#)

15 - 20 Nm

- 3 pieces
- self-locking
- for bracket on front wall
- replace ⇒ Electronic Catalogue of Original Parts

16 - 25 Nm

- replace ⇒ Electronic Catalogue of Original Parts

17 - Stop

- for the clutch pedal

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1.3 Summary of components - Foot controls (Octavia III)

1 - Master cylinder

- removing and installing
⇒ [page 75](#)

2 - Bearing bush

- removing and installing
⇒ [page 49](#)
- is not lubricated

3 - Clamp

- to remove and install the tube-hose line pull out retaining clip up to the stop

4 - Gasket

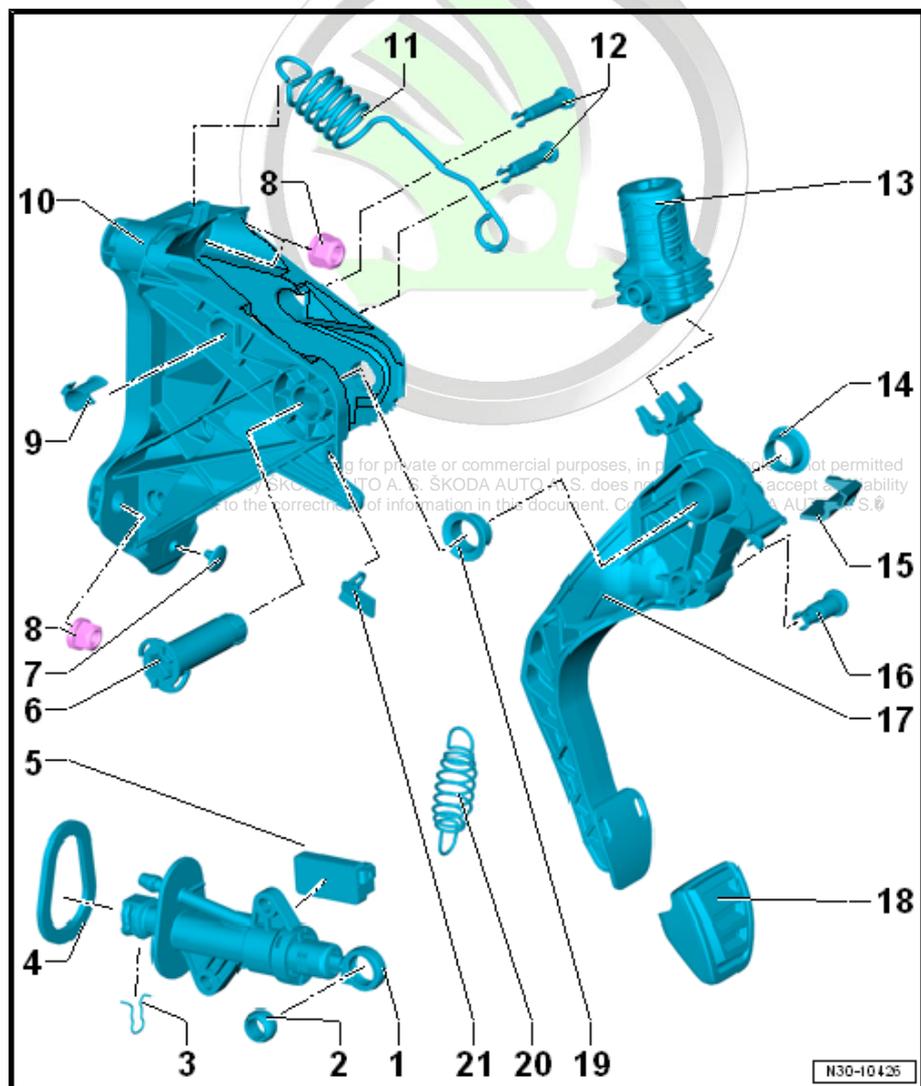
- self-adhesive
- after removing the master cylinder, replace ⇒ Electronic Catalogue of Original Parts
- stick onto the master cylinder

5 - Clutch position sender - G476-

- check ⇒ Vehicle diagnostic tester in the operating mode Targeted fault finding
- Assignment ⇒ Electronic Catalogue of Original Parts
- removing and installing
⇒ [page 78](#)

6 - Carrier bolt

- after removing, replace
⇒ Electronic Catalogue of Original Parts
- is not lubricated



7 - Spring stop

8 - Hexagon nut, 25 Nm

- Pillar to front wall
- 3 pieces
- self-locking
- after removing, replace ⇒ Electronic Catalogue of Original Parts

9 - Bearing shell

- 2 pieces
- is installed on both sides
- mounted only in combination with over-centre helper spring
- is not lubricated

10 - Bearing bracket

- For clutch pedal
- removing and installing ⇒ [page 65](#)
- Drive in bushings into the bores for mounting bolts console/front wall mandrel - VW 207-

11 - Over-centre helper spring

- installed according to the type
- removing and installing ⇒ [page 52](#)
- Do not lubricate bearing on console

12 - Carrier bolt

- for master cylinder
- after removing, replace ⇒ Electronic Catalogue of Original Parts
- is not lubricated

13 - Over-centre helper spring

- installed according to the type
- different versions, assignment ⇒ Electronic Catalogue of Original Parts
- removing and installing ⇒ [page 57](#)
- is not lubricated

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14 - Bearing bush

15 - Sliding sleeve

- installed according to the type
- Bearing for over-centre helper spring
- is slid onto the clutch pedal
- Coat the bearing for over-centre helper spring with grease -G 052 567 A2- ⇒ Electronic Catalogue of Original Parts

16 - Carrier bolt

- of the tappet for master cylinder
- after removing, replace ⇒ Electronic Catalogue of Original Parts
- is not lubricated

17 - Clutch pedal

- removing and installing ⇒ [page 61](#)
- is not lubricated

18 - Pedal rubber

19 - Bearing bush

- is not lubricated

20 - Tension spring

- For clutch pedal



- installed according to the type
- removing and installing ⇒ [page 57](#)
- is not lubricated

21 - Damping element

- is only mounted in combination with tension spring
- is not lubricated

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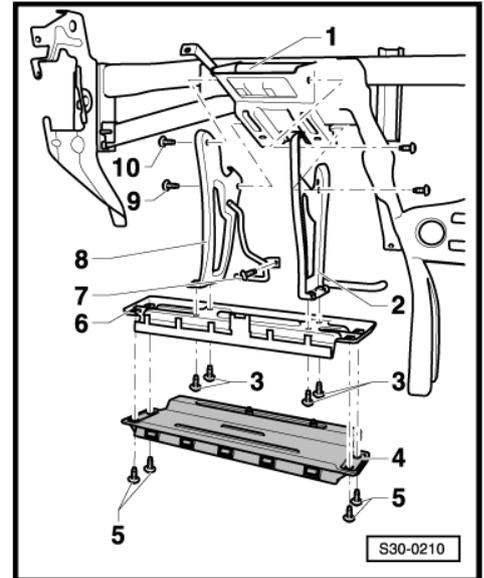


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1.4 Removing and installing holder for knee airbag with crash strut for clutch pedal (Yeti)

Holder for knee airbag with crash strut for clutch pedal - Summary of components

- 1 - Module carrier
- 2 - Holder for knee airbag with crash strut for brake pedal
- 3 - 9 Nm
- 4 - Knee airbag
- 5 - 7 Nm
- 6 - Strut for knee airbag
- 7 - Bolt for the left footwell vent on the driver side: 1.5 Nm
- 8 - Holder for knee airbag with crash strut for clutch pedal
- 9 - 9 Nm
- 10 - 9 Nm



Removing

For the removal of the top screw (Pos. 10):

- Removing dash panel insert ⇒ Electrical System; Rep. gr. 90 .

For the removal of the bottom screw (Pos. 9):

- Remove lower part of the dash panel insert on the driver's side ⇒ Body Work; Rep. gr. 70 .
- Release screw for footwell vent on driver's side (position 7). 7).
- Remove knee airbag ⇒ Body Work; Rep. gr. 69 .
- Remove strut for knee airbag.
- Remove vehicle voltage control unit - J519- , relay carrier above and below the vehicle voltage control unit ⇒ Electrical System; Rep. gr. 97 and expose wiring looms.

The hoses remain connected.

- Unscrew bottom screw - (Pos. 9) and remove holder for knee airbag with crash strut for clutch pedal (Pos. 8). 8).

Install

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

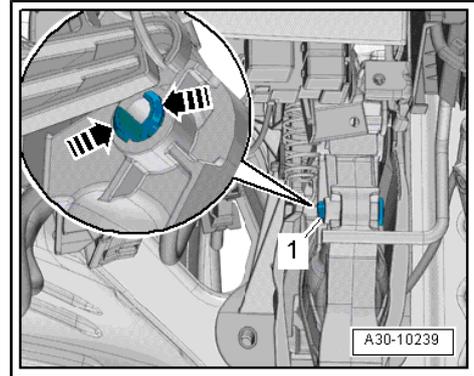
- Install vehicle voltage control unit with relay carriers ⇒ Electrical System; Rep. gr. 97 .
- Install knee airbag ⇒ Body Work; Rep. gr. 69 .
- Install lower part of the dash panel insert on the driver's side ⇒ Body Work; Rep. gr. 70 .

1.5 Removing and installing bearing bush (Octavia III)

Removing

- Disconnect battery earth strap ⇒ Electrical System; Rep. gr. 27 .

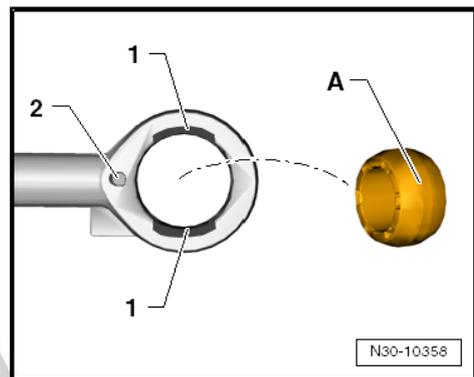
- Press the catches -arrows- and detach the studs -1- to the right.



- Turn the master cylinder tappet so that the recesses -1- and bolt -2- are visible.

The recesses -1- and bolts -2- are facing the same direction.

- Remove bearing bush -A- from recesses -1-.

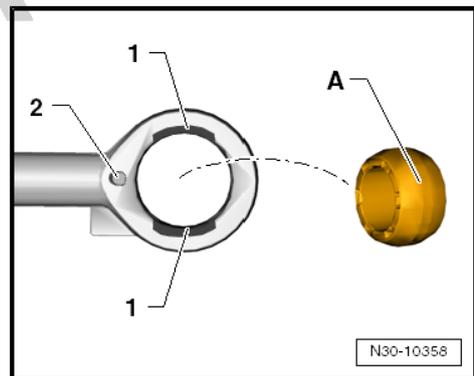


Install

- Turn the master cylinder tappet so that the recesses -1- and bolt -2- are visible.

The recesses -1- and bolts -2- are facing the same direction.

- Fit the bearing bush -A- into the recesses -1- and turn it in the tappet lug until flush.
- Connect the master cylinder tappet with the clutch pedal, to do so use the new carrier bolt ⇒ Electronic catalogue of original parts .
- Connect battery ⇒ Electrical System; Rep. gr. 27 .



1.6 Removing and installing over-centre helper spring (Octavia II)

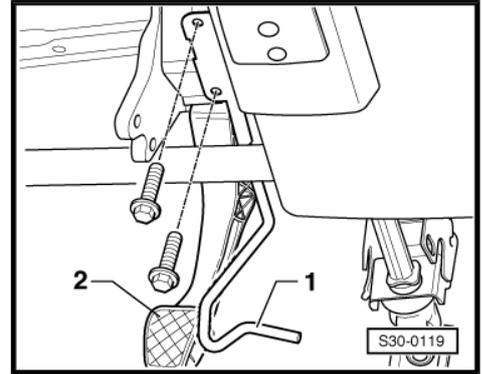
Special tools and workshop equipment required

- ◆ Release tool - T10178-

Removing

- Push the driver seat as far as possible towards the rear and position the steering wheel in the highest position.
- Remove lower part of the dash panel insert on the driver's side ⇒ Body Work; Rep. gr. 70 .

- Unscrew crash strut -1- in front of the clutch pedal -2-.



- Unscrew clutch pedal -1- from bracket -3-, to this end release nut -2- and pull out screw -5-.

i Note

The clutch pedal remains hanging on the actuating rod of the master cylinder.

- Swivel clutch pedal slightly downwards and remove over-centre helper spring -4- from the bracket.

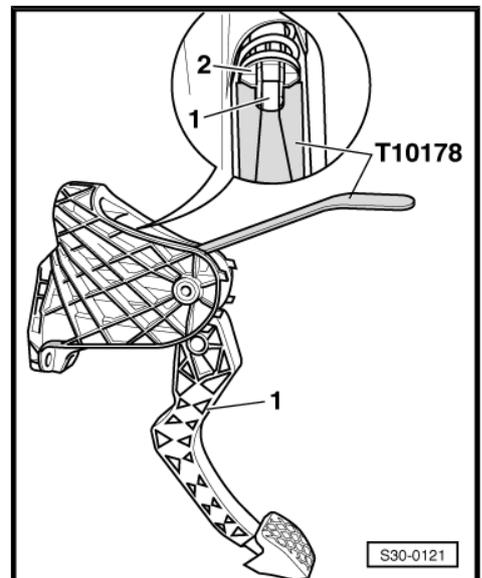
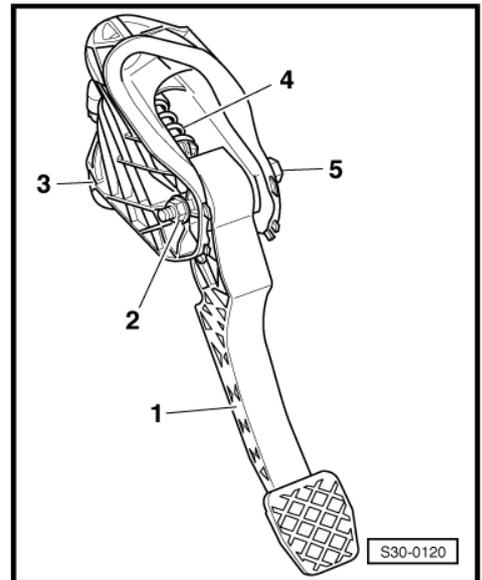
Install

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

i Note

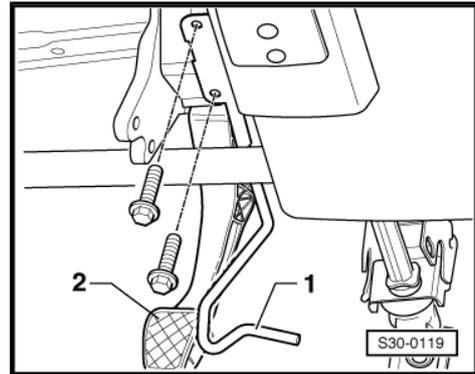
Replace self-locking nut.

- Insert over-centre helper spring -2- from above into the bracket and while doing so hold the spring end in the fitting position using the release tool - T10178- .
- Insert bearing bolt of clutch pedal into the step bearing of the over-centre helper spring.
- Press on clutch pedal -1- slightly, slide through screw and tighten self-locking nut.





- Screw on crash strut -1- in front of the clutch pedal -2-.
- Install lower part of the dash panel insert on the driver's side
⇒ Body Work; Rep. gr. 70 .



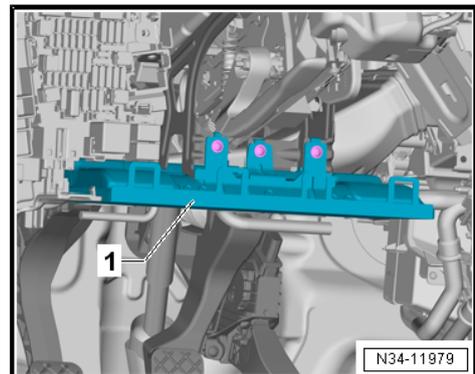
Tightening torques

Component	Nm
Clutch pedal to bearing bracket	⇒ page 45 Pos. 16
Crash strut to bracket/steering column	9

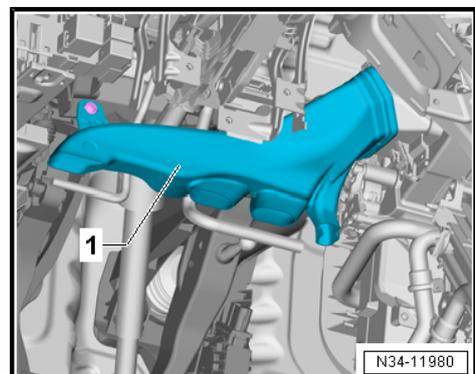
1.7 Removing and installing over-centre helper spring (Octavia III)

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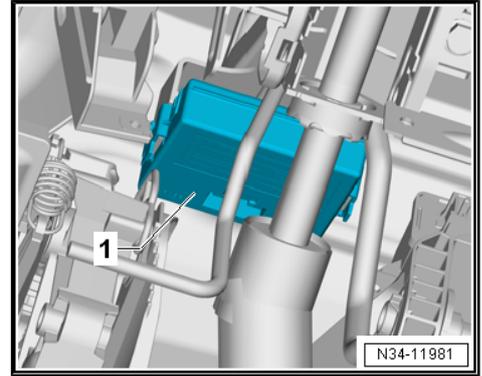
- Disconnect battery earth strap ⇒ Electrical System; Rep. gr. 27 .
- If present, remove the knee airbag -1- on the driver's side ⇒ Body Work; Rep. gr. 69 .



- Remove the footwell vent -1- on the driver's side ⇒ Heating, Air Conditioning; Rep. gr. 87 .

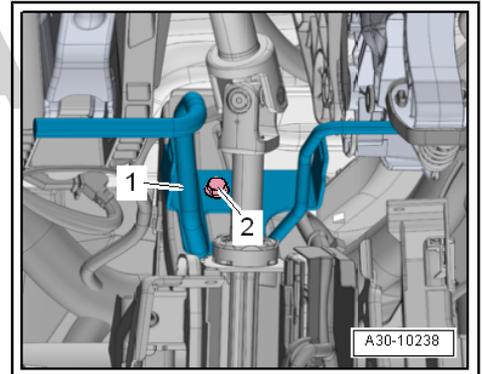


- Remove data bus diagnostic interface - J533- -1- from bracket
=> Electrical System; Rep. gr. 97 and push it to the side.

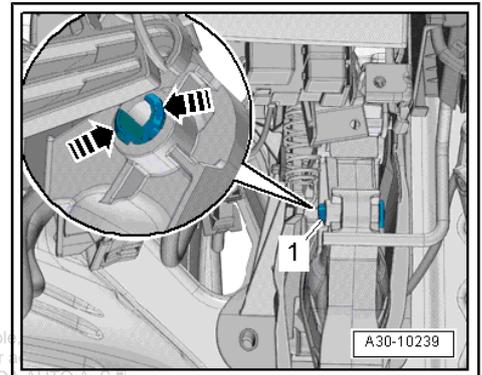
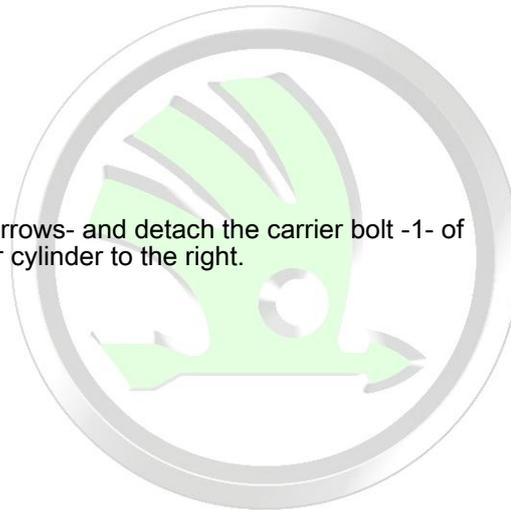


- Unscrew screw -2-, unhook crash strut -1- and push it to the side.

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- Press the catches -arrows- and detach the carrier bolt -1- of the tappet for master cylinder to the right.

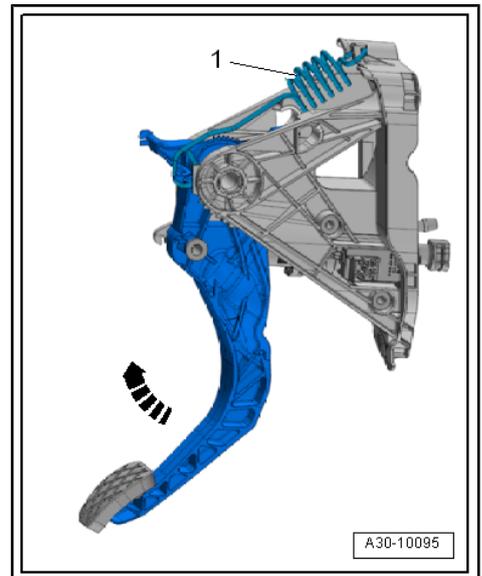


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- Swivel the clutch pedal in -direction of arrow-, unhook and remove over-centre helper spring -1-.

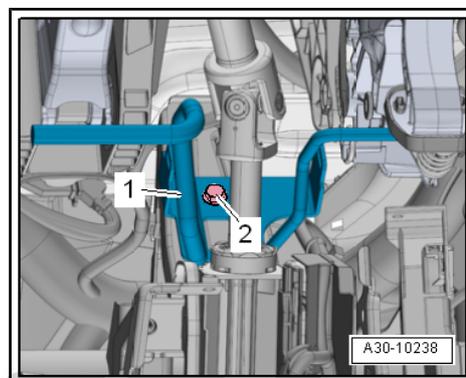
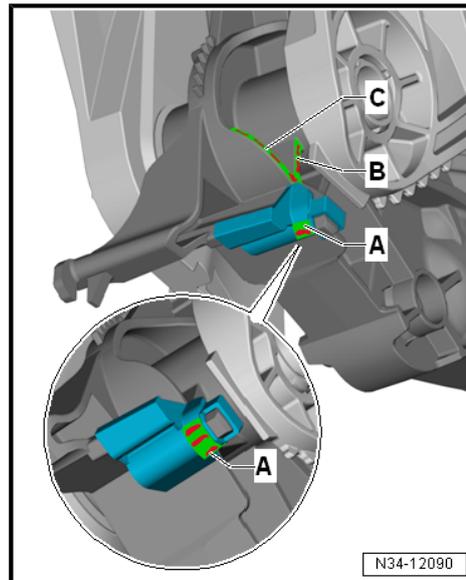
Install

Installation is performed in the reverse order, while paying attention to the following:





- On the over-centre helper spring -1- (⇒ previous image) only coat the following areas of the clutch pedal with grease -G 052 567 A2- :
- Sliding sleeve in areas of bearing -A- for over-centre helper spring
- Peg -B-
- Peg -C-
- Grease -G 052 567 A2- ⇒ Electronic Catalogue of Original Parts
- Swivel the clutch pedal in -direction of arrow- and suspend over-centre helper spring -1- (⇒ previous fig.).
- Connect the master cylinder tappet with the clutch pedal, to do so use the new carrier bolt ⇒ Electronic catalogue of original parts .
- Insert crash strut -1- and tighten screw -2- ⇒ Body Work; Rep. gr. 70 .
- Install data bus diagnostic interface - J533- ⇒ Electrical System; Rep. gr. 97 .
- Install footwell vent driver's side ⇒ Heating, Air Conditioning; Rep. gr. 87 .
- Install knee airbag driver's side, in case it was removed ⇒ Body Work; Rep. gr. 69 .
- Connect battery ⇒ Electrical System; Rep. gr. 27 .



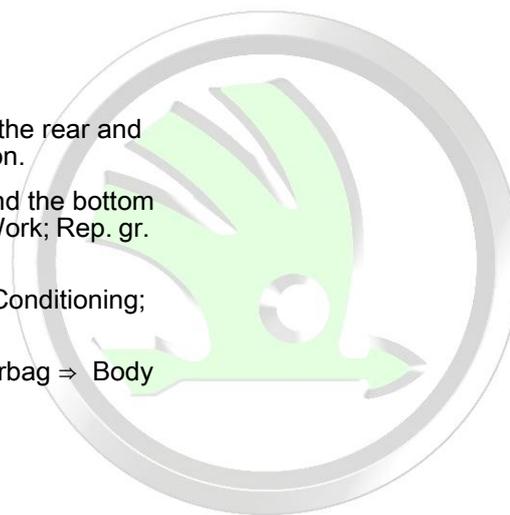
1.8 Removing and installing over-centre helper spring (Superb II)

Special tools and workshop equipment required

- ◆ Release tool - T10178-

Removing

- Push the driver seat as far as possible towards the rear and position the steering wheel in the highest position.
- Remove the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .
- Removing the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- If present, remove the crash strut or the knee airbag ⇒ Body work; Rep. gr. 69 .



- Unscrew clutch pedal -1- from bracket -3-, to this end release nut -2- and pull out screw -5-.

i Note

The clutch pedal remains hanging on the actuating rod of the master cylinder.

- Swivel clutch pedal slightly downwards and remove over-centre helper spring -4- from the bracket.

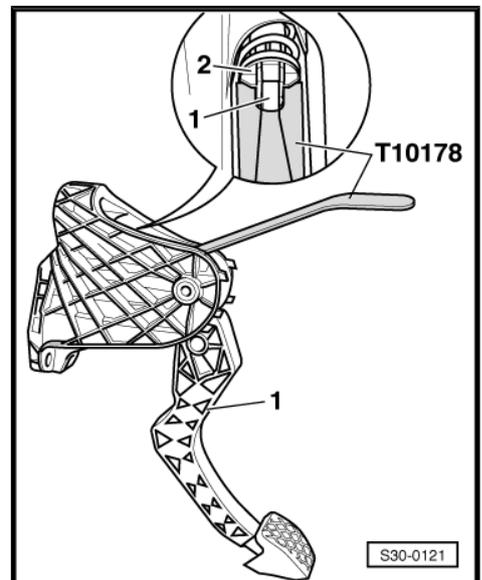
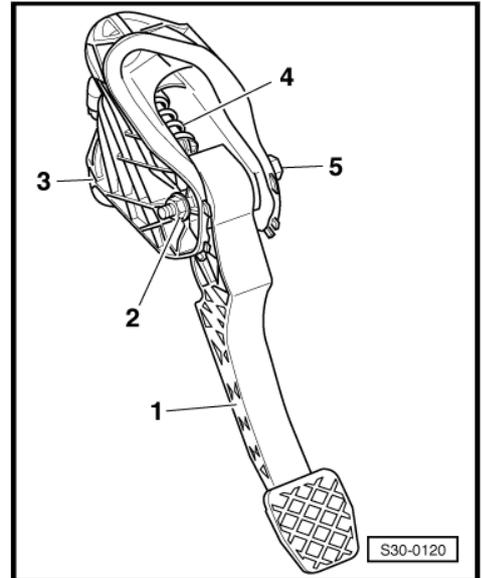
Install

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

i Note

Replace self-locking nut.

- Insert over-centre helper spring -2- from above into the bracket and while doing so hold the spring end in the fitting position using the release tool - T10178- .
- Insert bearing bolt of clutch pedal into the step bearing of the over-centre helper spring.
- Press on clutch pedal -1- slightly, slide through screw and tighten self-locking nut.
- If present, install the crash strut or the knee airbag ⇒ Body work; Rep. gr. 69 .
- Install the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- Install the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .



Tightening torques

Component	Nm
Clutch pedal to bearing bracket	⇒ page 45 Pos. 16

1.9 Removing and installing over-centre helper spring (Yeti)

Special tools and workshop equipment required

- ◆ Release tool - T10178-

Removing

- Push the driver seat as far as possible towards the rear and position the steering wheel in the highest position.
- Remove holder for knee airbag with crash strut for clutch pedal ⇒ [page 49](#) .



- Remove the steering column from the steering gear ⇒ Chassis; Rep. gr. 48 .
- Unscrew clutch pedal -1- from bracket -3-, to this end release nut -2- and pull out screw -5-.



Note

The clutch pedal remains hanging on the actuating rod of the master cylinder.

- Swivel clutch pedal slightly downwards and remove over-centre helper spring -4- from the bracket.

Install

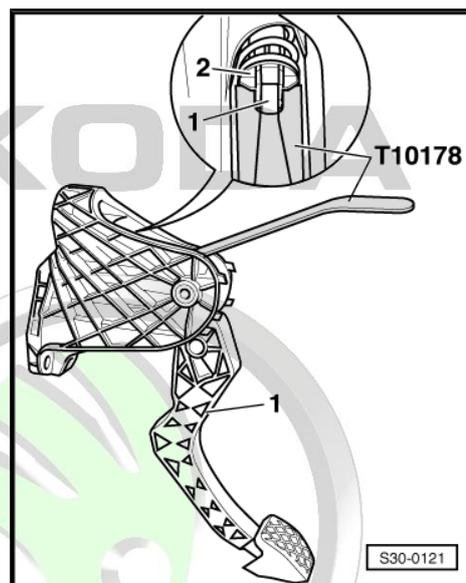
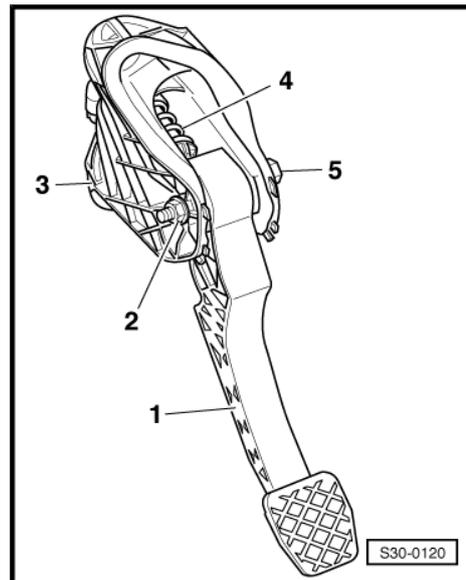
Installation is performed in the reverse order, pay attention to the following points:



Note

Replace self-locking nut.

- Insert over-centre helper spring -2- from above into the bracket and while doing so hold the spring end in the fitting position using the release tool - T10178- .
- Insert bearing bolt of clutch pedal into the step bearing of the over-centre helper spring.
- Press on clutch pedal -1- slightly, slide through screw and tighten self-locking nut.
- Secure the steering column to the steering gear with a new screw ⇒ Chassis; Rep. gr. 48 .
- Install holder for knee airbag with crash strut for clutch pedal ⇒ [page 49](#) .



Tightening torques

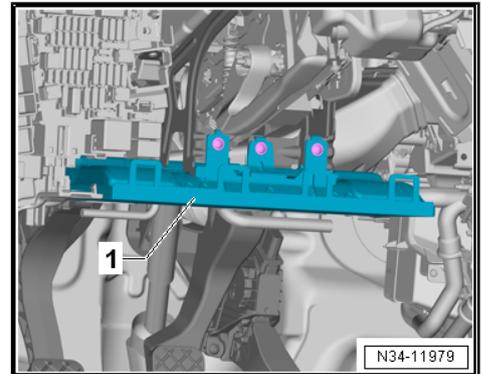
Component	Nm
Clutch pedal to bearing bracket	25 ¹
Steering column to steering gear	⇒ Chassis; Rep. gr. 48
Install holder for knee airbag with crash strut for clutch pedal	⇒ page 49

1) Replace nut.

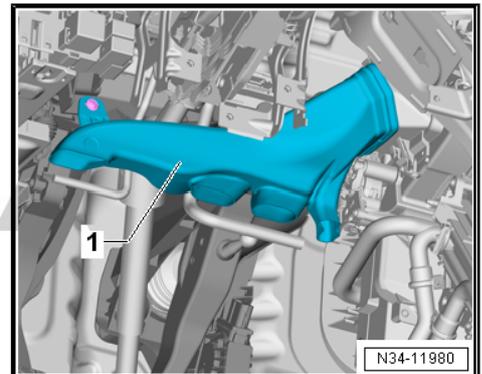
1.10 Removing and installing tension spring and over-centre helper spring (Octavia III)

Removing

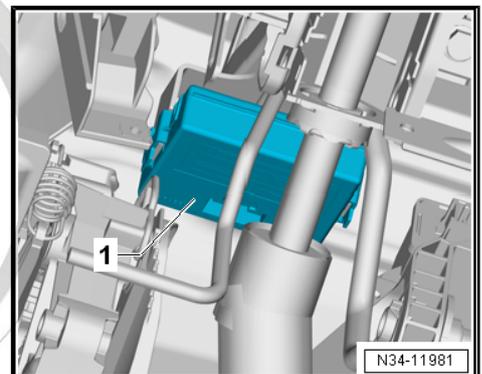
- Disconnect battery earth strap ⇒ Electrical System; Rep. gr. 27 .
- If present, remove the knee airbag -1- on the driver's side ⇒ Body Work; Rep. gr. 69 .



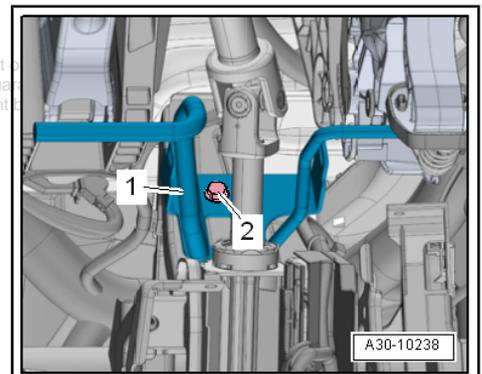
- Remove the footwell vent -1- on the driver's side ⇒ Heating, Air Conditioning; Rep. gr. 87 .



- Remove data bus diagnostic interface - J533- -1- from bracket ⇒ Electrical System; Rep. gr. 97 and push it to the side.

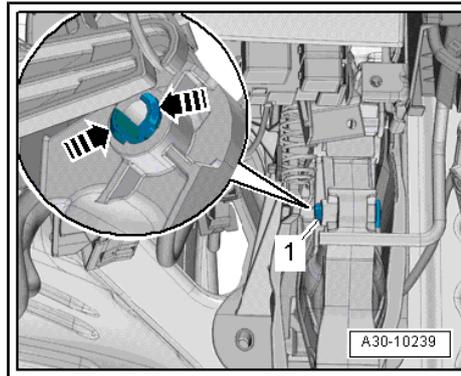


- Unscrew screw -2-, unhook crash strut -1- aushängen and push it to the side.



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- Press the catches -arrows- and detach the carrier bolt -1- of the tappet for master cylinder to the right.

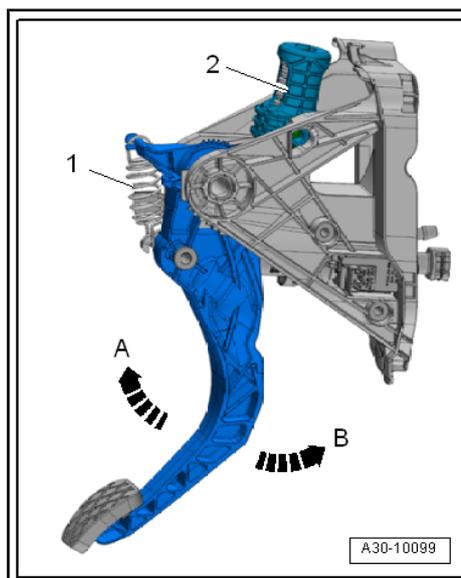


- If present, unhook the tension spring -1- and remove, while doing so pull the clutch pedal in -direction of arrow A-.
- Pull the clutch pedal in -direction of arrow A-, unhook the over-centre helper spring -2- and remove.

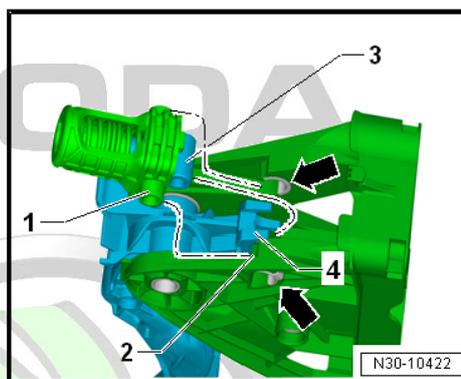
Install

Installation is performed in the reverse order, while paying attention to the following:

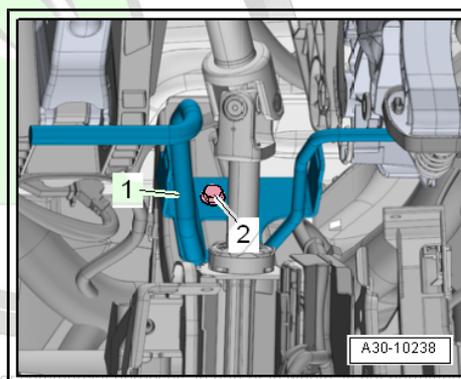
- The bearing shells -arrows- of the bolts -1- are installed.
- Pull the clutch pedal in -direction of arrow A- (⇒ previous figure) into the passenger compartment.



- Insert the bolt -1- into the mount -2- of the carrier.
- Insert the bearing -3- into the mount -4- for the clutch pedal.
- Press the clutch pedal in -direction of arrow B- (⇒ previous figure), until the over-centre helper spring engages in direction of carrier.
- Connect the tappet for master cylinder with the clutch pedal, to do so use the new carrier bolt ⇒ Electronic catalogue of original parts .



- Insert crash strut -1- and tighten screw -2- ⇒ Body Work; Rep. gr. 70 .
- Install data bus diagnostic interface - J533- ⇒ Electrical System; Rep. gr. 97 .
- Install footwell vent driver's side ⇒ Heating, Air Conditioning; Rep. gr. 87 .
- Install knee airbag driver's side, in case it was removed ⇒ Body Work; Rep. gr. 69 .
- Connect battery ⇒ Electrical System; Rep. gr. 27 .



1.11 Removing and installing clutch pedal (Octavia II, Superb II, Yeti)

Special tools and workshop equipment required

- ◆ Pliers - T10005-
- ◆ Release tool - T10178-

Removing

- Push the driver seat as far as possible towards the rear and position the steering wheel in the highest position.

For vehicles Octavia II

- Remove lower part of the dash panel insert on the driver's side ⇒ Body Work; Rep. gr. 70 .
- Unscrew crash strut -1- in front of the clutch pedal -2-.

For vehicles Superb II

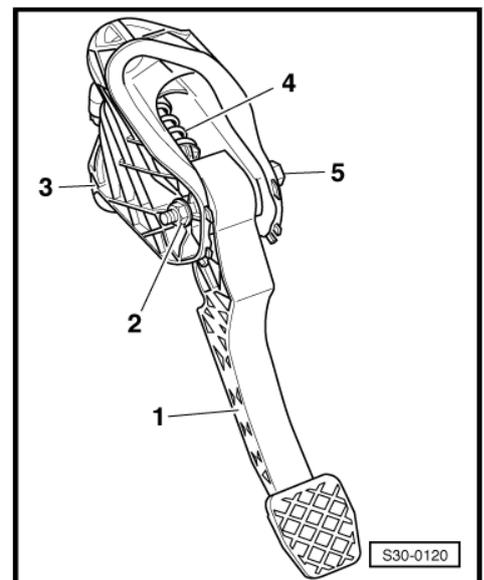
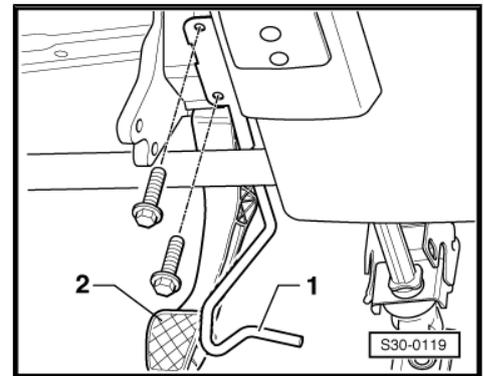
- Remove the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .
- Removing the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- If present, remove the crash strut or the knee airbag ⇒ Body work; Rep. gr. 69 .

For vehicles Yeti

- Remove holder for knee airbag with crash strut for clutch pedal ⇒ [page 49](#) .
- Remove the steering column from the steering gear ⇒ Chassis; Rep. gr. 48 .

For all vehicles

- Unscrew clutch pedal -1- from bracket -3-, to this end release nut -2- and pull out screw -5-.
- Swivel clutch pedal slightly forwards and remove over-centre helper spring -4- from the bracket.



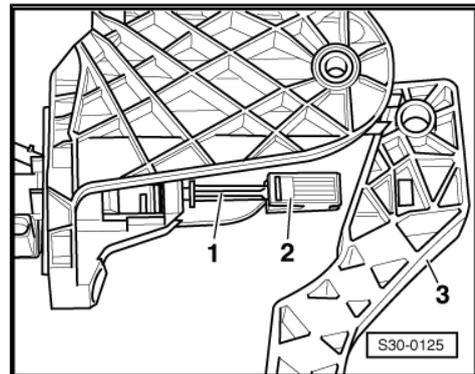
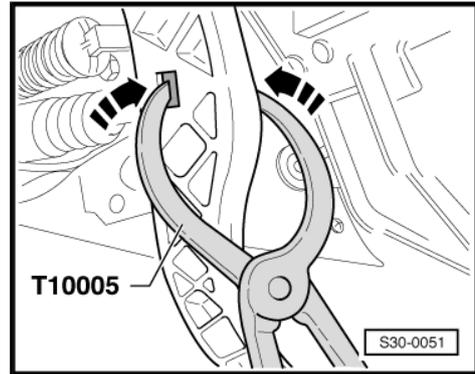


- Release support of actuating rod of master cylinder with the pliers - T10005- .
- Remove clutch pedal.

Install

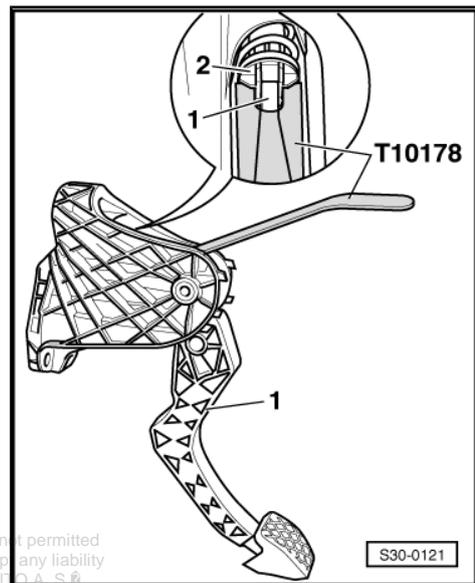
Installation is performed in the reverse order, pay attention to the following points:

- Attach support -2- to the actuator rod -1- of the master cylinder.
- Press support into the clutch pedal until it audibly clicks into place.



- Insert over-centre helper spring from above into the bracket and while doing so hold the the spring end in the fitting position using the release tool - T10178- .
- Insert bearing bolt of clutch pedal into the step bearing of the over-centre helper spring.
- Press on clutch pedal slightly, slide through screw and tighten self-locking nut.

For vehicles Octavia II

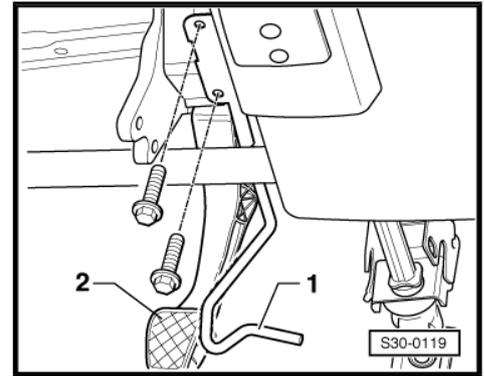


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- Screw on crash strut -1- in front of the clutch pedal -2-.
- Install lower part of the dash panel insert on the driver's side
⇒ Body Work; Rep. gr. 70 .

For vehicles Superb II

- If present, install the crash strut or the knee airbag ⇒ Body work; Rep. gr. 69 .
- Install the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- Install the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .



For vehicles Yeti

- Secure the steering column to the steering gear with a new screw ⇒ Chassis; Rep. gr. 48 .
- Install holder for knee airbag with crash strut for clutch pedal
⇒ [page 49](#) .

Tightening torques for vehicles Octavia II and Superb II

Component	Nm
Clutch pedal to bearing bracket	⇒ page 45 Pos. 16
Crash strut to bracket/steering column	9

Tightening torques for vehicles Yeti

Component	Nm
Clutch pedal to bearing bracket	⇒ page 45 Pos. 16
Steering column to steering gear	⇒ Chassis; Rep. gr. 48
Install holder for knee airbag with crash strut for clutch pedal	⇒ page 49

1.12 Removing and installing clutch pedal (Octavia III)

Removing

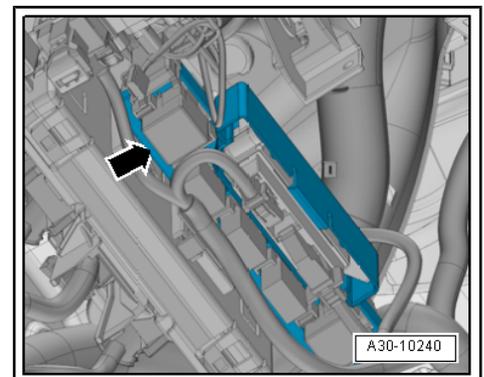
- Disconnect battery earth strap ⇒ Electrical System; Rep. gr. 27 .
- Remove the mount -arrow- with the parking aid control unit - J446- ⇒ Electrical System; Rep. gr. 94 (if installed in the area of the carrier) and push it to the side.

Right-hand drive with Climatronic system

- Removing right temperature flap control motor - V159- ⇒ Heating, Air conditioning; Rep. gr. 87 .

Continued for all versions

- Removing over-centre helper spring from carrier ⇒ [page 52](#) , or removing over-centre helper spring from carrier ⇒ [page 57](#) .



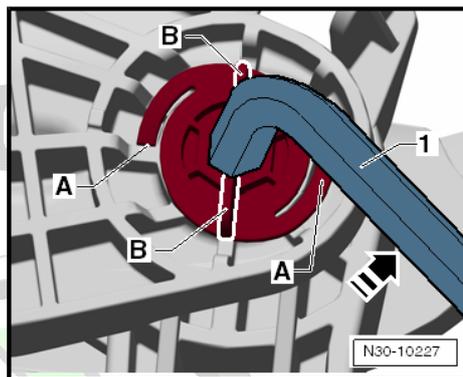
Remove the bearing bolt for the clutch pedal as follows:

-1- - Socket wrench (SW 14)

- For this purpose, turn the bearing bolt for the clutch pedal towards the left -in direction of arrow-.

The catches -A- are thereby destroyed.

- Then the studs -B- are positioned horizontally.
- Slightly move the clutch pedal in order to pull out the bearing bolt.

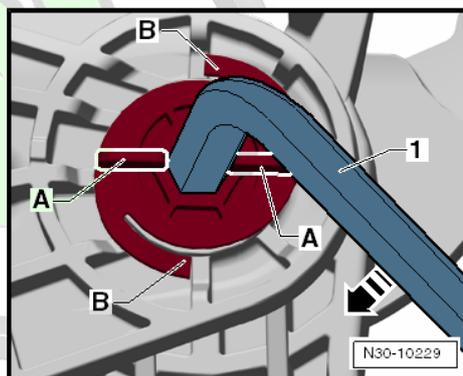


Install

Installation is performed in the reverse order, while paying attention to the following:

-1- - Socket wrench (SW 14)

- Replace bearing bolt after removal.
- Slightly press on the clutch pedal and insert a new bearing bolt ⇒ Electronic catalogue of original parts .
- It is important that the bolts -A- are positioned horizontally.
- Turn the bearing bolt to the right in -direction of arrow-.
- The catches -B- must click audibly into place.
- Then the bolts -A- are positioned vertically.
- Installing over-centre helper spring at carrier ⇒ [page 52](#) or installing over-centre helper spring at carrier ⇒ [page 57](#) .

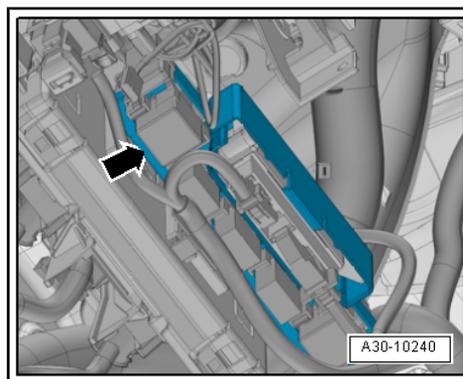


Right-hand drive with Climatronic system

- Installing right temperature flap control motor - V159- ⇒ Heating, Air conditioning; Rep. gr. 87 .

Continued for all versions

- If present, install the mount -arrow- with the parking aid control unit - J446- ⇒ Electrical System; Rep. gr. 94 .
- Connect battery ⇒ Electrical System; Rep. gr. 27 .



1.13 Removing and installing bearing bracket for clutch pedal (Octavia II)

Special tools and workshop equipment required

- ◆ Hose clamps - MP7-602 (3094)-

Removing

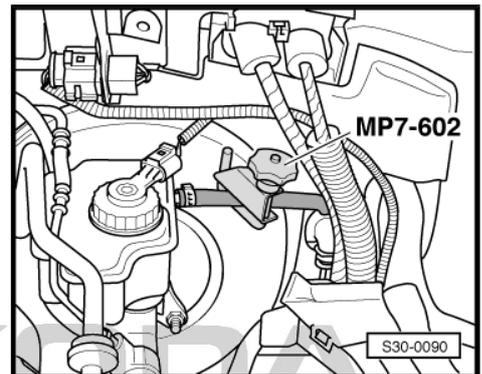
Note

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

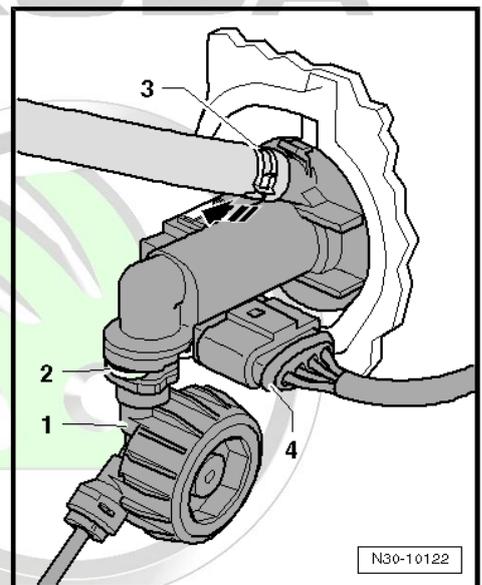
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .

Note

- ◆ *When performing the following work, make sure that no brake fluid comes into contact with the frame side rail or the gearbox. If this is the case, these points must be cleaned thoroughly.*
- ◆ *Lay a cloth under the master cylinder.*
- Pinch off return hose to master cylinder with hose clamp - MP7-602 (3094)- (if the return hose is made out of plastic, do not use the hose clamp - MP7-602- , otherwise the return hose can get damaged).



- Detach return hose -3- at master cylinder (close plastic return hose with a suitable tool, e.g. closing tool - T10249/1- .
- Unlock locking clip -2- with a screwdriver and detach tube-hose line and/or plastic line -1- at master cylinder.
- Clip off clutch position sender - G476- at master cylinder -arrow- and remove with attached connector -4-.



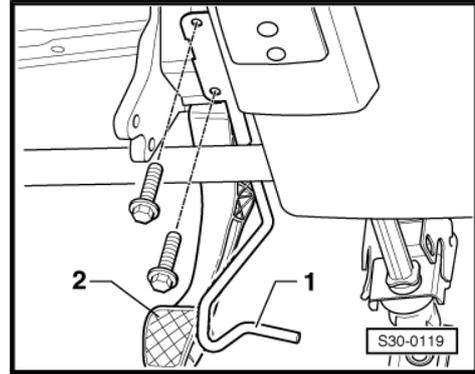
Note

When working in the footwell, protect the floor carpet with cloths from escaping brake fluid.

- Remove lower part of the dash panel insert on the driver's side ⇒ Body Work; Rep. gr. 70 .



- Unscrew crash strut -1- in front of the clutch pedal -2-.



- Unscrew the nuts -2-.
- Remove bracket -1-.

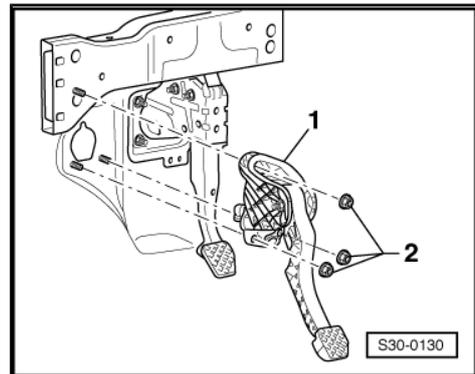
Install

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

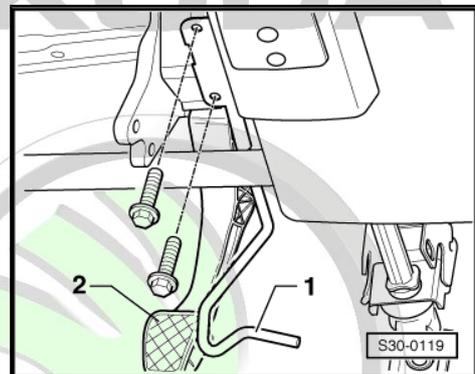


Note

- ◆ *Replace self-locking nuts.*
- ◆ *Replace damaged gasket rings ⇒ Electronic Catalogue of Original Parts .*
- ◆ *Secure all hose connections with hose clamps which comply with the series design ⇒ Electronic Catalogue of Original Parts .*



- Screw on crash strut -1- in front of the clutch pedal -2-.
- Install lower part of the dash panel insert on the driver's side ⇒ Body Work; Rep. gr. 70 .



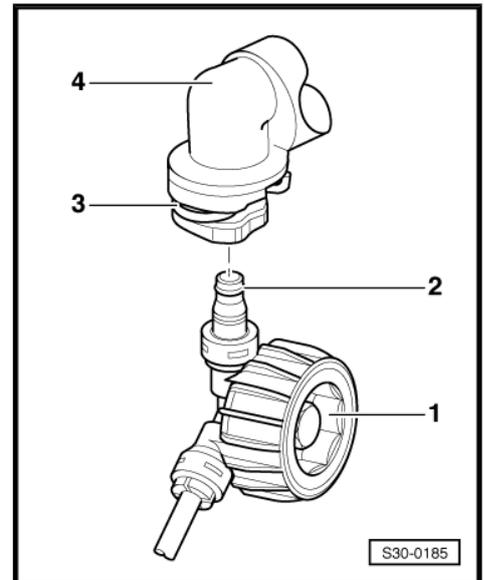
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- Fit tube-hose line and/or plastic line -1- with gasket ring -2- onto the connection of the master cylinder -4-, until the locking clip -3- is heard to click into position.
- Check that it locks in place correctly by pulling on the line -1-.
- Bleed the clutch control ⇒ [page 90](#) .
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .

i Note

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

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



Tightening torques

Component	Nm
Clutch pedal to bearing bracket	⇒ page 45 Pos. 16
Crash strut to bracket/steering column	9

1.14 Removing and installing bearing bracket for clutch pedal (Octavia III)

Special tools and workshop equipment required

- ◆ Hose clamp - MP7-602 (3094)-
- ◆ Closing tool - T10249-

Removing

- Remove the complete air filter housing if the cables for the clutch control are not accessible ⇒ Engine; Rep. gr. 23 if necessary, ⇒ engine; Rep. gr. 24 .
- Disconnect battery earth strap ⇒ Electrical System; Rep. gr. 27 .

Left-hand drive

- Remove battery ⇒ Electrical System; Rep. gr. 27 .





Right-hand drive

A heat-protection matting is installed in combination with certain engines. The appearance may differ from the figure.

- Remove heat-protection matting. Pay attention to the positions -1...4-.

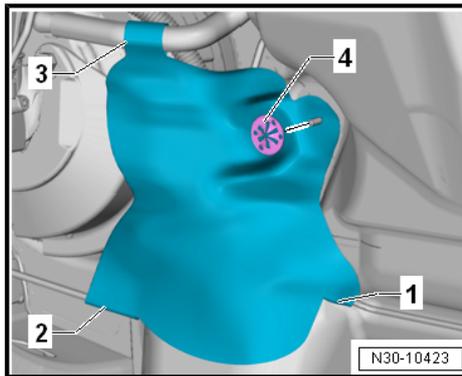
Continued for all versions



Caution

There is a danger that the brake fluid may drip out.

- ◆ *During the following work, ensure that no brake fluid lands on longitudinal member or gearbox. If this is the case, clean the affected area thoroughly.*
- ◆ *Lay a lint-free cloth under master cylinder.*

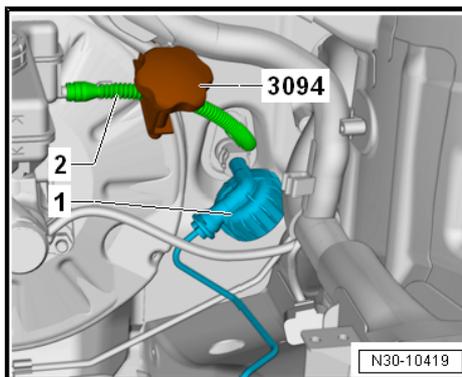


- Disconnect return hose -2- to master cylinder with hose clamp - MP7-602 (3094)- .

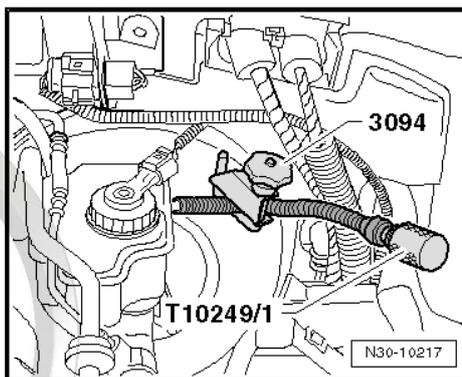


Note

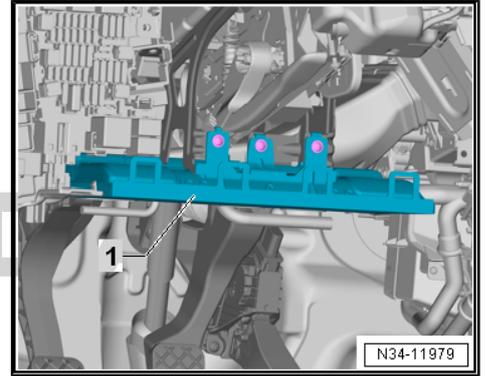
- ◆ *If the return hose with hose clamp - MP7-602 (3094)- is disconnected, it will forever be deformed.*
- ◆ *However the return hose is not defective.*
- ◆ *After removing the hose clamp - MP7-602 (3094)- , it may be necessary to bring the return hose back into its initial position.*
- Pull out the clip -3- at the tube-hose line up to the stop and detach the tube-hose line.
- Close the openings.
- Detach the tube-hose line -2- from the master cylinder and close with the sealing tool - T10249/1- .
- Push the driver seat as far as possible towards the rear.
- Push steering wheel as far as possible towards the top, while doing so use the entire adjustment range of the steering column.



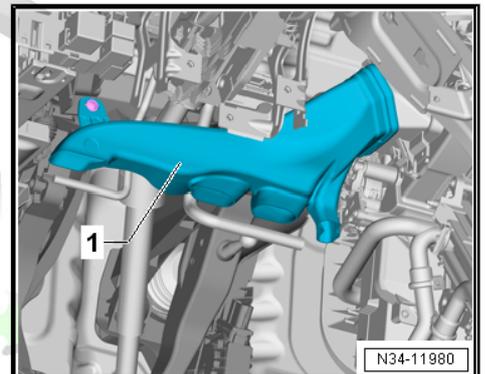
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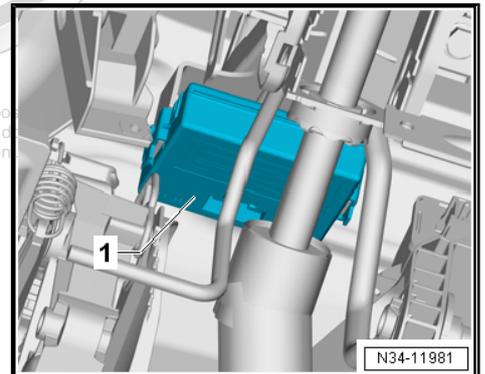
- If present, remove the knee airbag -1- on the driver's side ⇒ Body Work; Rep. gr. 69 .



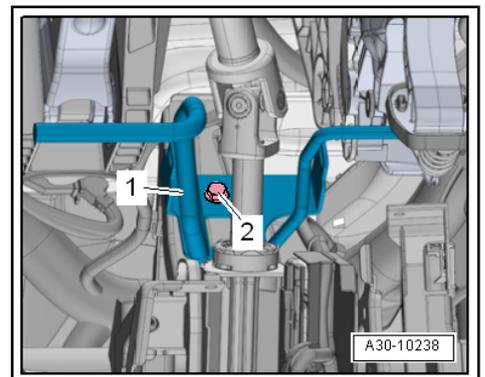
- Remove the footwell vent -1- on the driver's side ⇒ Heating, Air Conditioning; Rep. gr. 87 .



- Remove data bus diagnostic interface - J533- -1- from bracket ⇒ Electrical System; Rep. gr. 97 and push it to the side.



- Unscrew screw -2-, unhook crash strut -1- aushängen and push it to the side.

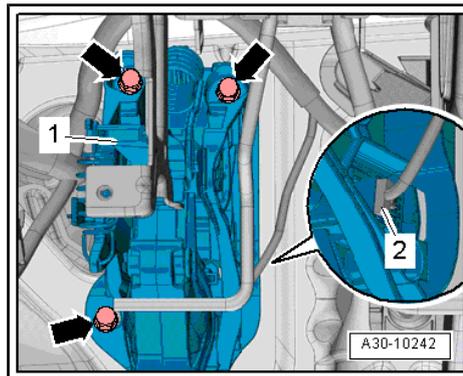


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i Note

When working in the footwell, protect the underbody cover with cloths from escaping brake fluid.

- Disconnect the plug connection -2- at the clutch position sender - G476- .
- Unscrew nuts -arrows- and remove carrier -1-.



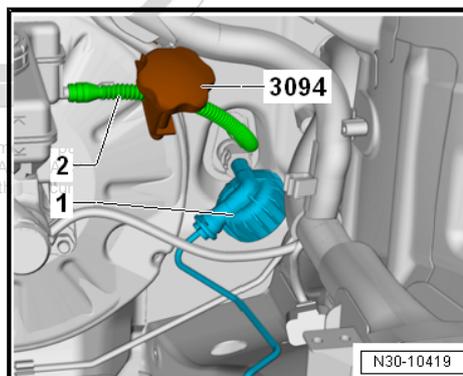
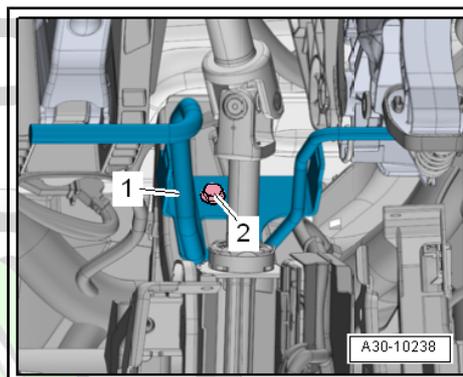
Install

Installation is performed in the reverse order, while paying attention to the following:

i Note

Replace self-locking nuts each time they are removed.

- Insert crash strut -1- and tighten screw -2- ⇒ Body Work; Rep. gr. 70 .
- Install data bus diagnostic interface - J533- ⇒ Electrical System; Rep. gr. 97 .
- Install footwell vent driver's side ⇒ Heating, Air Conditioning; Rep. gr. 87 .
- Install knee airbag driver's side, in case it was removed ⇒ Body Work; Rep. gr. 69 .
- Connect tube-hose line -1- with connector ⇒ [page 85](#) .
- Fit return hose -2- on master cylinder.
- After removing the hose clamp - MP7-602 (3094)- , it may be necessary to bring the return hose back into its initial position.



Right-hand drive

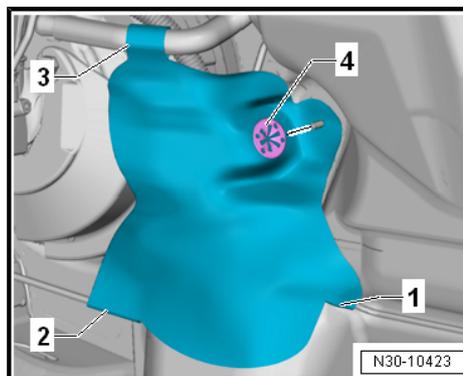
- If present, coil the heat-protection matting in the sequence -1, 2 and 3- around the cable.
- Secure the heat-protection matting with the circlip -4-.

Continued for all versions

- Bleed clutch mechanism ⇒ [page 90](#) .
- Install battery ⇒ Electrical System; Rep. gr. 27 .

Tightening torques

- ◆ Bearing bracket for clutch pedal on front wall ⇒ [page 46](#) .



1.15 Removing and installing bearing bracket for clutch pedal (Superb II)

Special tools and workshop equipment required

- ◆ Pliers - T10005-
- ◆ Closing tool - T10249-

Removing

Note

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

- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .

Note

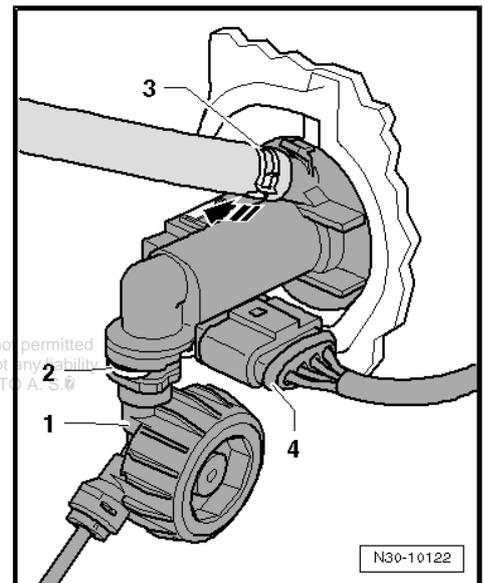
When performing the following work, make sure that no brake fluid comes into contact with the frame side rail or the gearbox. If this is the case, these points must be cleaned thoroughly.

- Detach the plastic return hose -3- at master cylinder and close with a suitable tool e.g -T10249/1- (do not use hose clamp -MP7-602 - , otherwise the return hose -3- can get damaged).
- Unlock locking clip -2- with a screwdriver and detach tube-hose line and/or plastic line -1- at master cylinder.
- Clip off clutch position sender - G476- at master cylinder -arrow- and remove with attached connector -4-.

Note

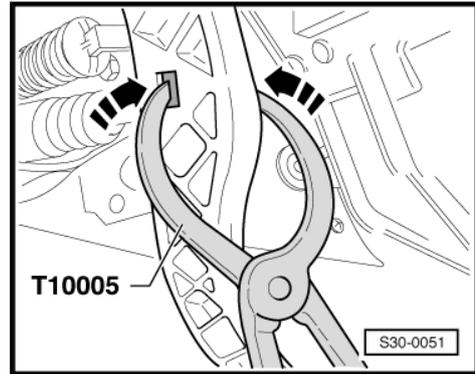
When working in the footwell, protect the floor carpet with cloths from escaping brake fluid.

- Remove the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .
- Removing the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- If present, remove the crash strut or the knee airbag ⇒ Body work; Rep. gr. 69 .

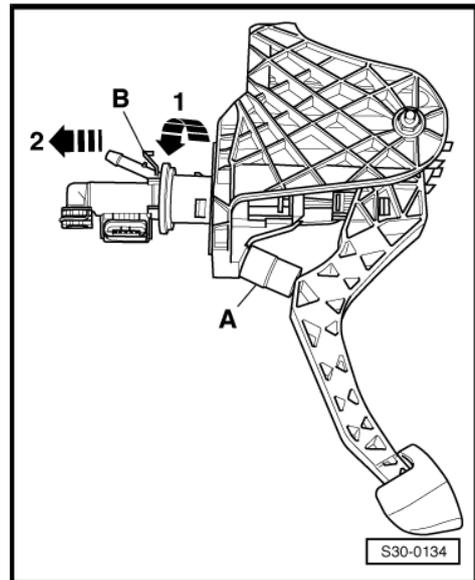




- Release support of actuating rod of master cylinder with the pliers - T10005- .



- Release release pin -B- and pull master cylinder out of bracket -arrow 1- and -arrow 2-.



- Unscrew nuts -2-.
- Remove bracket -1-.

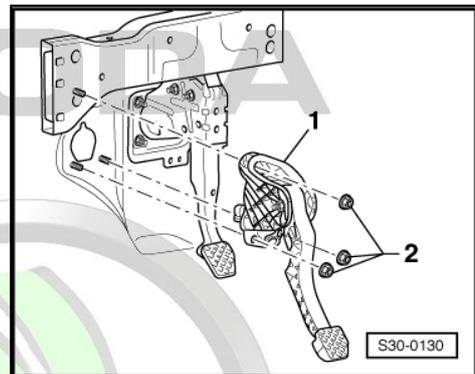
Install

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

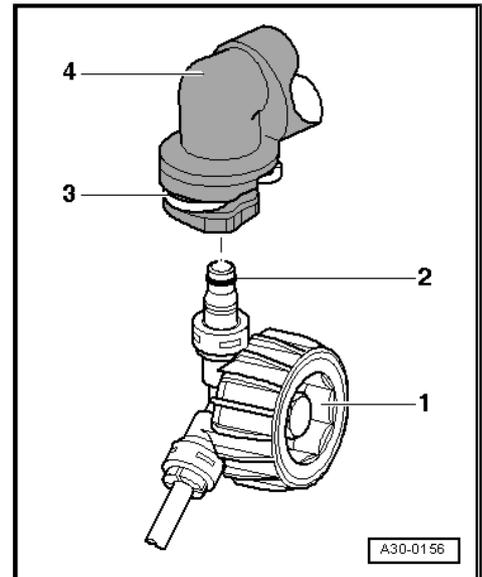
i Note

- ◆ Replace self-locking nuts.
- ◆ Replace damaged gasket rings.

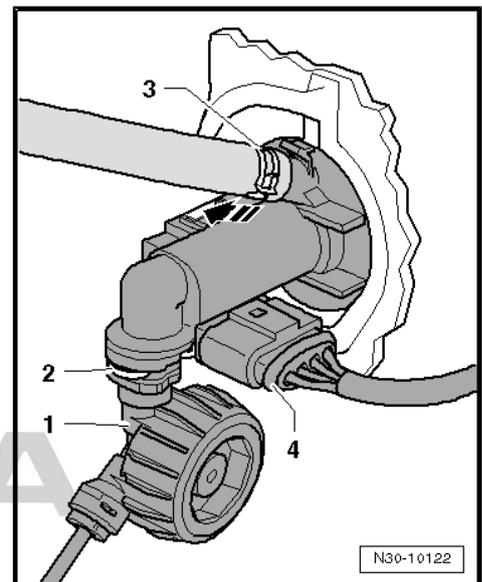
- If present, install the crash strut or the knee airbag ⇒ Body work; Rep. gr. 69 .
- Install the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- Install the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .



- Fit tube-hose line and/or plastic line -1- with gasket ring -2- onto the connection of the master cylinder -4-, until the locking clip -3- is heard to click into position.
- Check that it locks in place correctly by pulling on the line -1-.



- Connect the plastic return hose -3- at the master cylinder and connect the clutch position sender - G476- -4- at the master cylinder.
- Bleed the clutch control ⇒ [page 90](#) .
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .



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Tightening torques

Component	Nm
Mounting bracket on the body	⇒ page 45 Pos. 16

1.16 Removing and installing bearing block for clutch pedal (Yeti)

Removing



Note

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

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

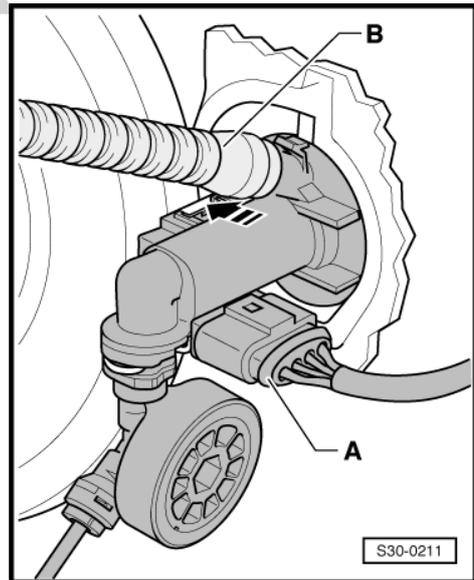


- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .

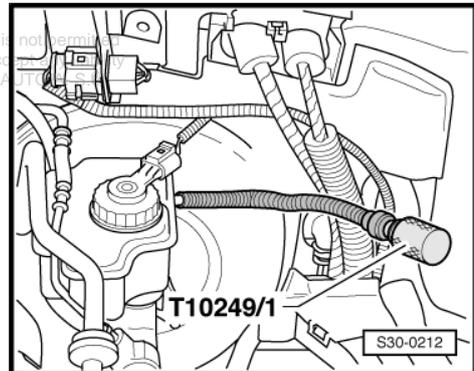


Note

- ◆ *When performing the following work, make sure that no brake fluid comes into contact with the frame side rail or the gearbox. If this is the case, these points must be cleaned thoroughly.*
- ◆ *Lay a cloth under the master cylinder.*
- Unclip clutch position sender - G476- at master cylinder -arrow- and remove with attached connector -A-.
- Carefully detach return hose -B- at master cylinder, to do so hold the hose end.



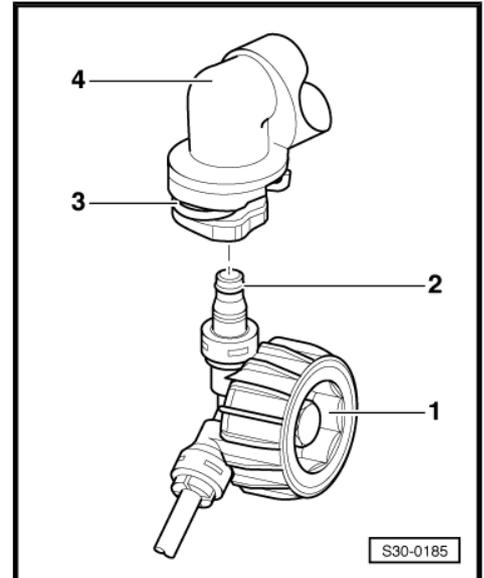
- Subsequently close the return hose e.g. using a closing tool - T10249/1- or with another suitable tool.



- Unlock locking clip -3- with a screwdriver and detach plastic line -1- with gasket ring -2- from master cylinder -4-.
- Remove holder for knee airbag with crash strut for clutch pedal ➔ [page 49](#) .

i Note

When working in the footwell, protect the floor carpet with cloths from escaping brake fluid.



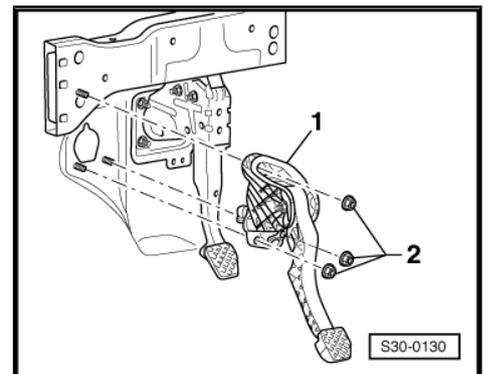
- Unscrew the nuts -2-.
- Remove bracket -1-.

Install

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

i Note

- ◆ Replace self-locking nuts.
- ◆ Replace damaged gasket rings.

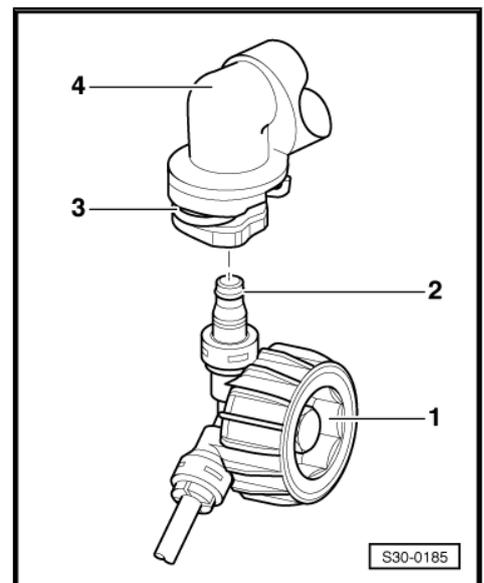


- Install holder for knee airbag with crash strut for clutch pedal ➔ [page 49](#) .
- Fit the plastic line -1- with gasket ring -2- onto the connection of the master cylinder -4-, until the locking clip -3- is heard to click into position.
- Check that it locks in place correctly by pulling on the line -1-.
- Bleed the clutch control ➔ [page 90](#) .
- Install the battery tray and battery ➔ Electrical System; Rep. gr. 27 .
- Install air filter ➔ Engine; Rep. gr. 23 or ➔ Engine; Rep. gr. 24 .

i Note

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

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



Tightening torques

Component	Nm
Mounting bracket on the body	➔ page 45 Pos. 16



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Component	Nm
Install holder for knee airbag with crash strut for clutch pedal	⇒ page 49

1.17 Removing and installing master cylinder (Octavia II, Superb II, Yeti)

Removing

- Remove bearing bracket.

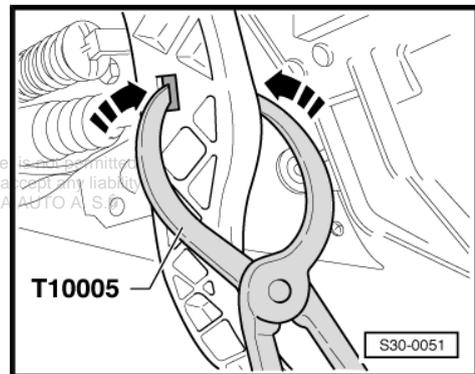
For vehicles Octavia II ⇒ page 62 .

For vehicles Superb II ⇒ page 69

For vehicles Yeti ⇒ page 71

- Release support of actuating rod of master cylinder with the pliers - T10005- .

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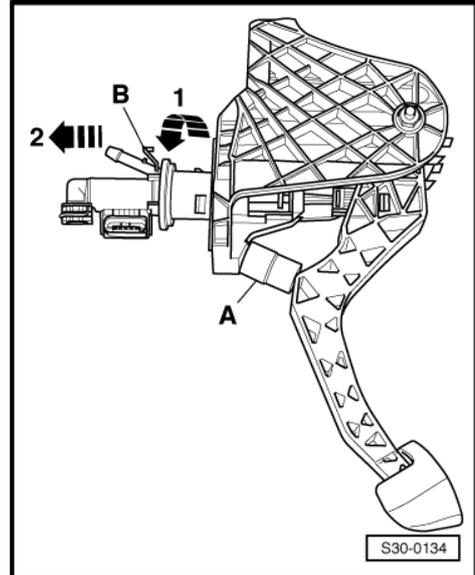
- Place a spacer -A- between clutch pedal and stop and press clutch pedal forwards.

◆ Length of spacer = approx. 40 mm

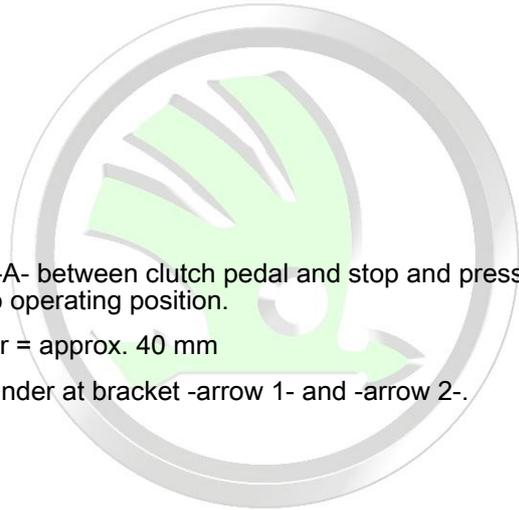
- Release release pin -B- and pull master cylinder out of bracket -arrow 1- and -arrow 2-.

Install

- Move clutch pedal up to the stop into home position.

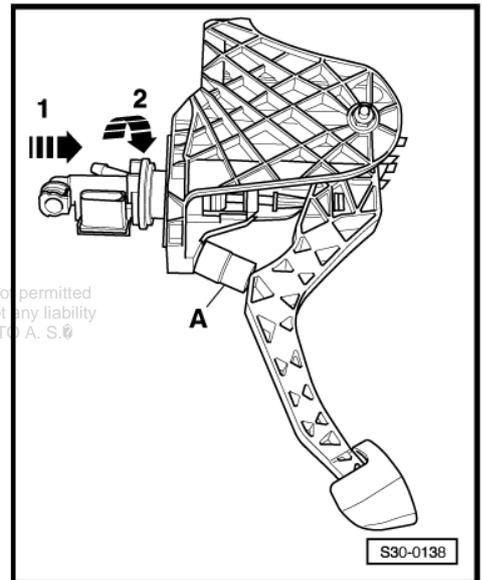
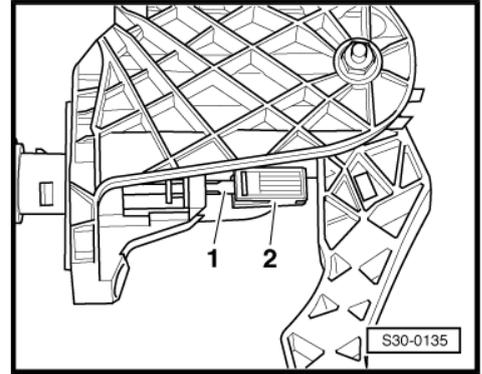


- Attach support -2- to the actuator rod -1- of the master cylinder.



- Place a spacer -A- between clutch pedal and stop and press clutch pedal into operating position.
- ◆ Length of spacer = approx. 40 mm
- Lock master cylinder at bracket -arrow 1- and -arrow 2-.

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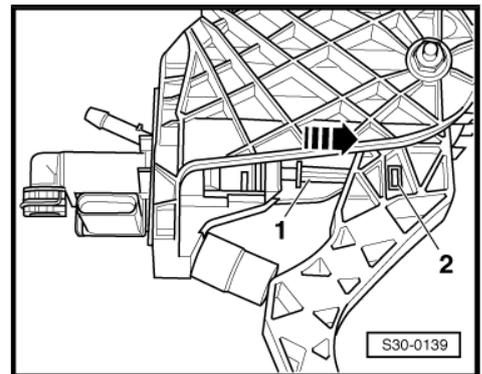


- Press actuating rod -1- of master cylinder into direction of arrow, until the support -2- locks audibly into the clutch pedal.
- Install bearing bracket.

For vehicles Octavia II ⇒ [page 62](#) .

For vehicles Superb II ⇒ [page 69](#)

For vehicles Yeti ⇒ [page 71](#)



1.18 Removing and installing master cylinder (Octavia III)

Removing



Note

- ◆ *Before the master cylinder must be replaced due to a fault, first of all carry out the test in the [Targeted fault finding](#) ⇒ Vehicle diagnostic tester.*
- ◆ *When working in the footwell, protect the underbody cover with cloths from escaping brake fluid.*
- Remove bearing bracket for clutch pedal ⇒ [page 65](#) .



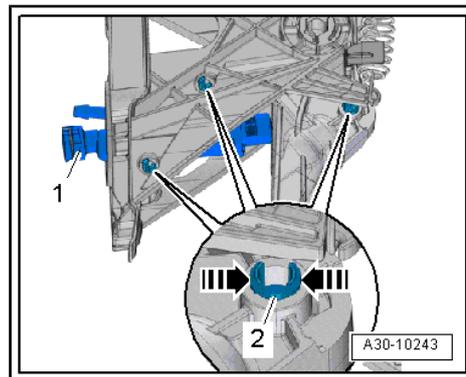
- Remove clutch position sender - G476- ⇒ [page 78](#) .
- Unlock catches -arrows- and push out carrier bolt -2-.
- Remove master cylinder -1-.

Install

Installation is performed in the reverse order, while paying attention to the following:

After removing, replace carrier bolt ⇒ Electronic Catalogue of Original Parts .

- Install bearing bracket for clutch pedal ⇒ [page 65](#) .
- Install clutch position sender - G476- ⇒ [page 78](#) .



1.19 Removing and installing clutch position sender - G476- (Octavia II)

Removing



Note

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

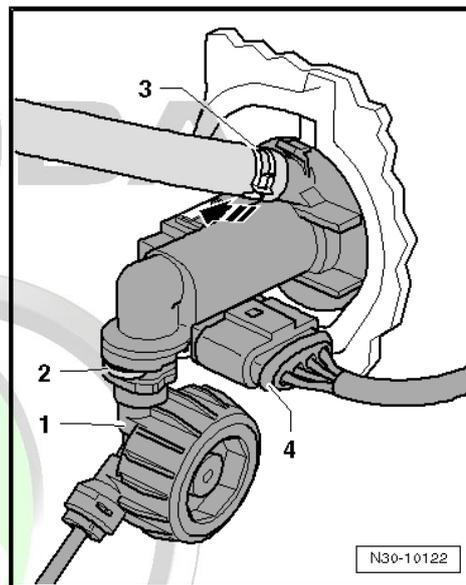
- Disconnect the battery-earth strap with the ignition off ⇒ *Electrical System; Rep. gr. 27* .
- Remove air filter ⇒ *Engine; Rep. gr. 23* or ⇒ *Engine; Rep. gr. 24* .
- Remove battery, battery cover and battery tray ⇒ *Electrical System; Rep. gr. 27* .

If a tube-hose line and/or plastic line -1- is installed with a round component directly below the master cylinder, the tube-hose line and/or plastic line must be removed.

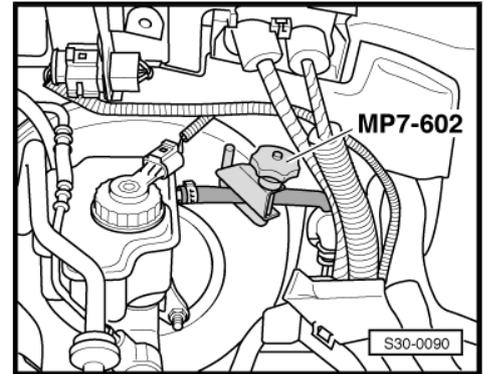


Note

When performing the following work, make sure that no brake fluid comes into contact with the frame side rail or the gearbox. If this is the case, these points must be cleaned thoroughly.



- Pinch off return hose to master cylinder with hose clamp - MP7-602 (3094)- (if the return hose is made out of plastic, do not use the hose clamp - MP7-602- , otherwise the return hose can get damaged).



- Detach return hose -3- at master cylinder (close plastic return hose with a suitable tool, e.g. closing tool - T10249/1- .
- Disconnect plug connection -4-.
- Clip off clutch position sender - G476- at master cylinder -arrow- and remove.

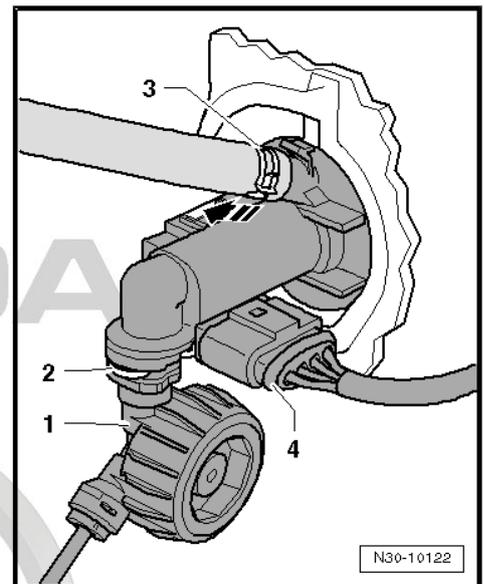
Install

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



Note

- ◆ Replace damaged gasket rings ⇒ *Electronic Catalogue of Original Parts* .
- ◆ Secure all hose connections with hose clamps which comply with the series design ⇒ *Electronic Catalogue of Original Parts* .



If the tube-hose line and/or plastic line was removed:

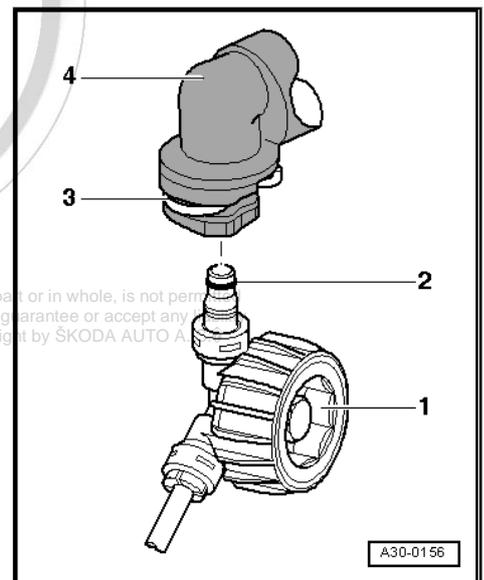
- Fit tube-hose line and/or plastic line -1- with gasket ring -2- onto the connection of the master cylinder -4-, until the locking clip -3- is heard to click into position.
- Check that it locks in place correctly by pulling on the line -1-.
- Bleed the clutch control ⇒ [page 90](#) .
- Install the battery tray and battery ⇒ *Electrical System; Rep. gr. 27* .
- Install air filter ⇒ *Engine; Rep. gr. 23* or ⇒ *Engine; Rep. gr. 24* .



Note

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

- Connect earth strap of battery ⇒ *Electrical System; Rep. gr. 27* .

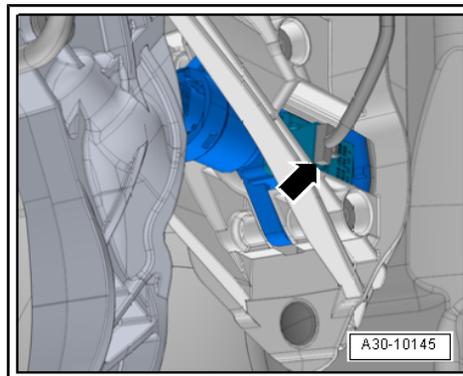




1.20 Removing and installing clutch position sender - G476- (Octavia III)

Removing

- Push the driver seat as far as possible towards the rear.
- Disconnect the plug connection -arrow- at the clutch position sender - G476- .

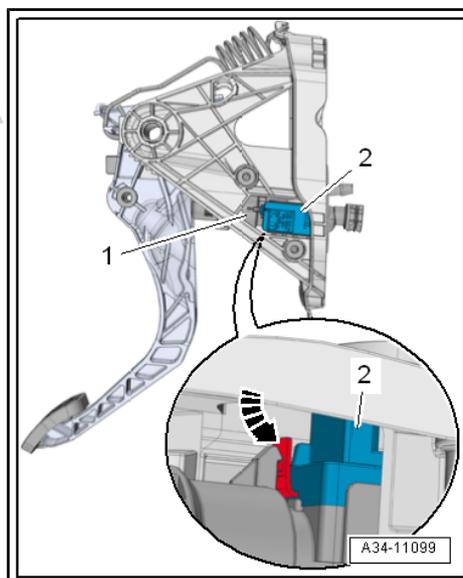


- Unlock catch -arrow- of clutch position sender - G476- -2- at master cylinder -1- and remove.

Install

Installation is performed in the reverse order, while paying attention to the following:

- The catch -arrow- at the clutch position sender - G476- must not be damaged.
- The clutch position sender - G476- must click audibly into place.



1.21 Removing and installing clutch position sender - G476- (Superb II)

Removing



Note

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

- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .
- Remove battery, battery cover and battery tray ⇒ Electrical System; Rep. gr. 27 .

If the tube-hose line or plastic line -1- is connected with a round component directly below the master cylinder, the tube-hose line or plastic line must then be removed.

i Note

When performing the following work, make sure that no brake fluid comes into contact with the frame side rail or the gearbox. If this is the case, these points must be cleaned thoroughly.

- Remove the plastic return hose -3- at master cylinder and close with a suitable tool (do not use hose clamp - MP7-602- , otherwise the return hose -3- can get damaged).
- Unlock locking clip -2- with a screwdriver and pull out of the master cylinder up to the stop.
- Pull out the tube-hose line and/or plastic line -1- from the master cylinder and close.

All vehicles

- Separate electrical plug connection -4-.
- Clip off clutch position sender - G476- at master cylinder -arrow- and remove.

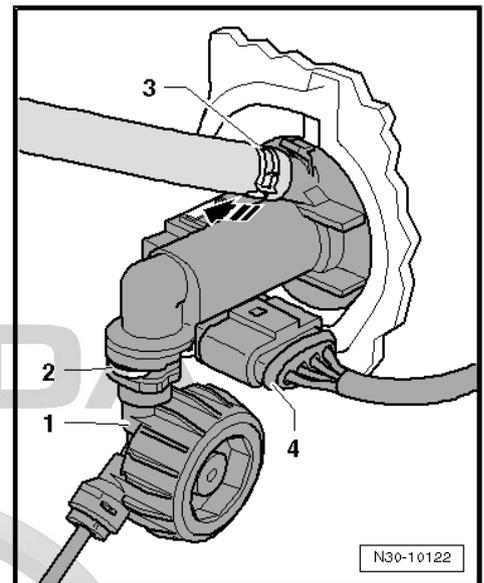
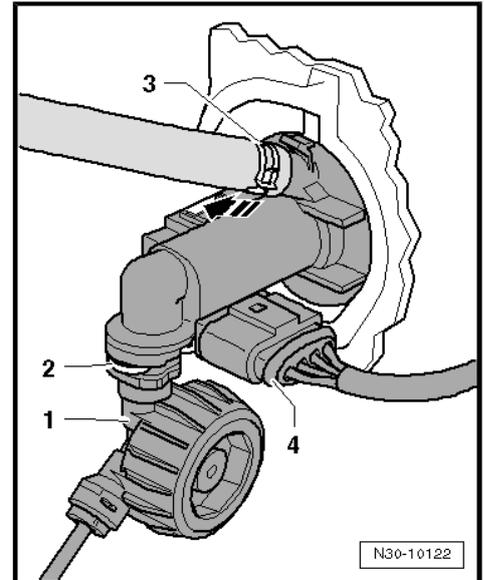
Install

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

i Note

- ◆ Replace damaged gasket rings.
- ◆ Assign all the components via the → *Electronic Catalogue of Original Parts* .

If the tube-hose line and/or plastic line was removed:

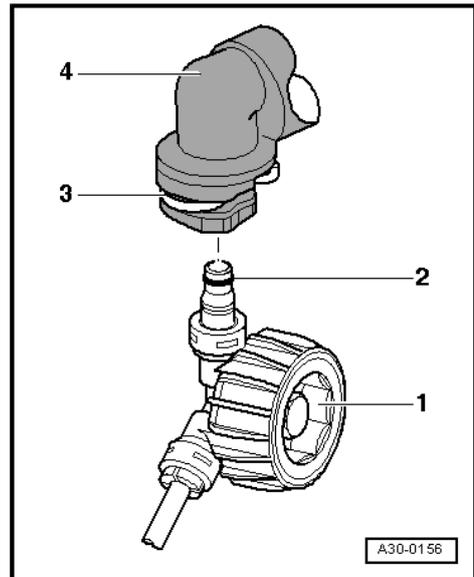




- Fit tube-hose line and/or plastic line -1- with gasket ring -2- onto the connection of the master cylinder -4-, until the locking clip -3- is heard to click into position.
- Check that it locks in place correctly by pulling on the line -1-.
- Bleed the clutch control ⇒ [page 90](#) .

All vehicles

- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .



1.22 Removing and installing clutch position sender - G476- (Yeti)

Removing



Note

After 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 air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .
- Remove battery, battery cover and battery tray ⇒ Electrical System; Rep. gr. 27 .
- Unclip clutch position sender - G476- at master cylinder -arrow- and remove with attached connector -A-.
- Disconnect electrical plug connection -A-.

Install

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

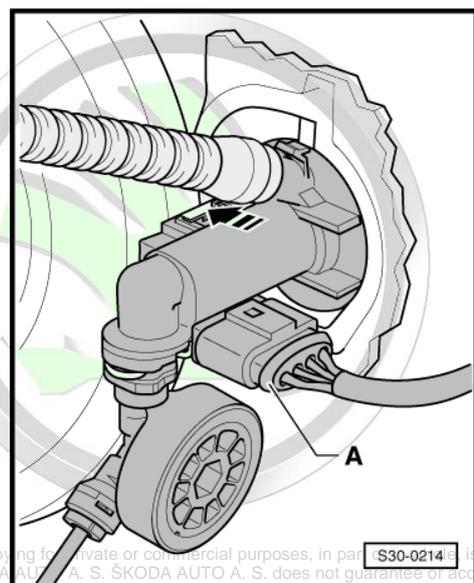
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .



Note

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

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



1.23 Summary of components - Hydraulic (Octavia II and Superb II)

1 - Brake fluid reservoir

- test tightness
⇒ [page 87](#)

2 - Spring strap clamp

- not fitted to all vehicles

3 - Tubing

- out of rubber
- as of 12.05 on certain vehicles out of plastic
⇒ [page 83](#)
- Do not use hose clamp - MP7-602-
- test tightness
⇒ [page 87](#)

4 - Master cylinder

- removing and installing
⇒ [page 74](#)
- test tightness
⇒ [page 87](#)

5 - Clamp

- to remove and install the tube-hose line and/or plastic line pull out retaining clip up to the stop

6 - Gasket ring/O-ring

- pull onto line connection
- insert with brake fluid
- Gasket rings/O-rings adapted to the material of the line connection
⇒ [page 82](#)
- Assignment ⇒ Electronic Catalogue of Original Parts
- test tightness ⇒ [page 87](#)

7 - Support

- removing and installing ⇒ [page 59](#)

8 - Clutch pedal

- removing and installing ⇒ [page 59](#)

9 - 20 Nm

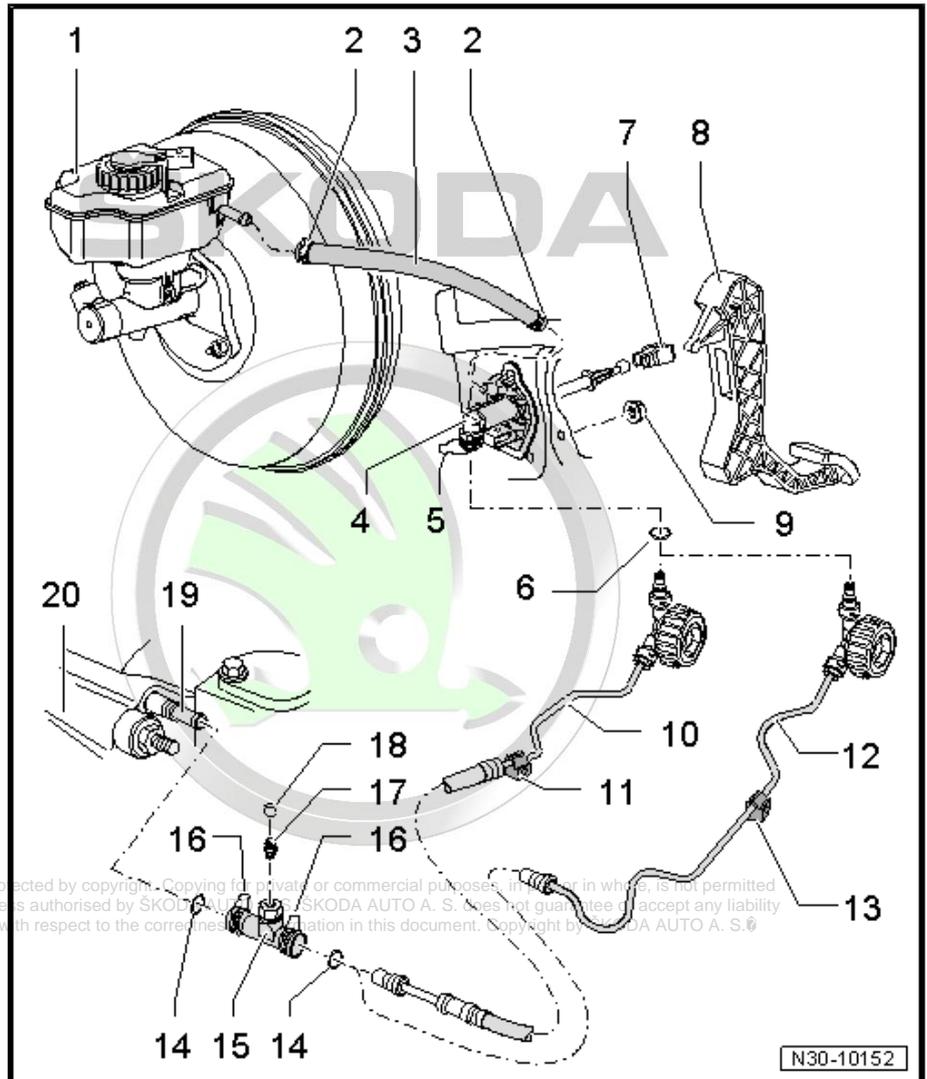
- 3 pieces
- for bracket on front wall
- replace ⇒ Electronic Catalogue of Original Parts

10 - Tube-hose line

- Assignment ⇒ Electronic Catalogue of Original Parts
- Remove battery and battery tray for removing ⇒ Electrical System; Rep. gr. 27
- test tightness ⇒ [page 87](#)

11 - Support

- Mounted at the structure
- for tube-hose line pos. 10
- Difference between the supports ⇒ [page 83](#)



12 - Plastic line

- Do not use hose clamp - MP7-602-
- Assignment ⇒ Electronic Catalogue of Original Parts
- Remove battery and battery tray for removing ⇒ Electrical System; Rep. gr. 27
- test tightness ⇒ [page 87](#)

13 - Support

- Mounted at the structure
- for plastic line Pos. 12
- Difference between the supports ⇒ [page 83](#)

14 - Gasket ring/O-ring

- pull onto line connection
- insert with brake fluid
- Gasket rings and O-rings adapted to the material of the line connection ⇒ [page 82](#)
- Assignment ⇒ Electronic Catalogue of Original Parts
- test tightness ⇒ [page 87](#)

15 - Breather

- pay attention to different versions, assign via ⇒ Electronic Catalogue of Original Parts
- test tightness ⇒ [page 87](#)

16 - Clamp

- to remove and install the tube-hose line or plastic line or the breather pull out retaining clip up to the stop

17 - Vent valve

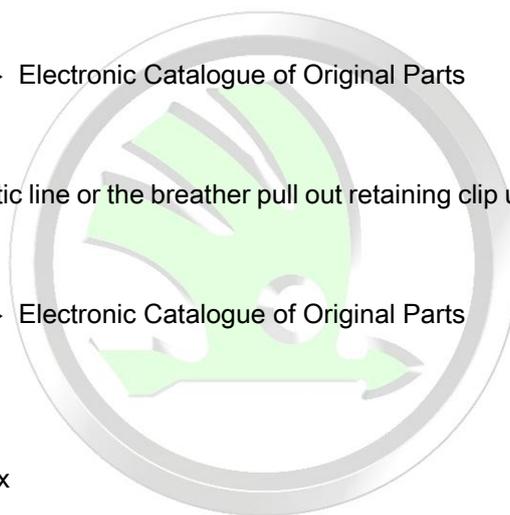
- Bleed the clutch control ⇒ [page 90](#)
- pay attention to different versions, assign via ⇒ Electronic Catalogue of Original Parts
- test tightness ⇒ [page 87](#)

18 - Dust cap

19 - Slave cylinder

- can only be replaced without removing gearbox
- removing and installing ⇒ [page 95](#)
- test tightness ⇒ [page 87](#)

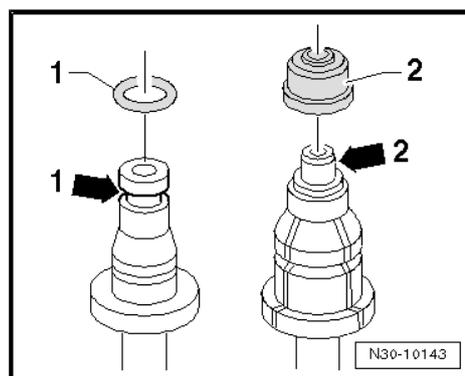
20 - Gearbox



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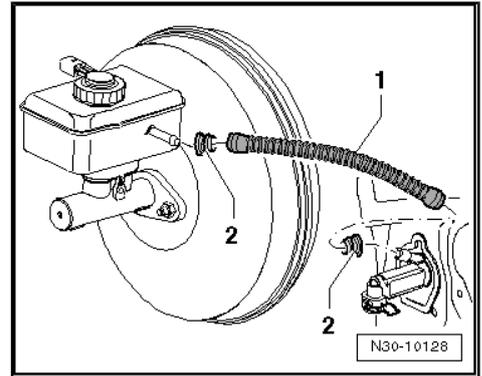
Gasket rings / O-rings for tube-hose lines and/or plastic line

- ◆ -1- Line connection with circular slot -arrow 1-
- ◆ -2- Line connection with collar -arrow 2-



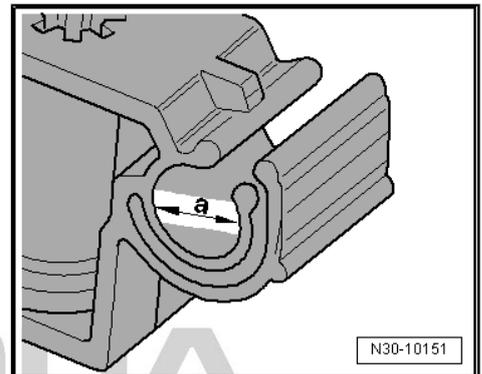
As of 12.05 - return hose -1- in some vehicles is made of plastic

- ◆ Gaskets -2- must be present on the return hose
- ◆ Do not use hose clamp - MP7-602-



Difference between the supports

Dimension "a" (mm)	Version of the line
8	Plastic line
6	Tube-hose lines



1.24 Summary of components - Hydraulics (Octavia III)



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1 - Slave cylinder

- removing and installing ⇒ [page 95](#)
- can only be replaced without removing gear-box

2 - Breather

3 - Seal / O-ring

- replace if damaged
- fit onto the line connection
- Insert with brake fluid
- Gasket rings/O-rings are adapted to the version of the line connection ⇒ [page 85](#)
- Assignment ⇒ Electronic Catalogue of Original Parts

4 - Clamp

- to remove and install the tube-hose line pull out retaining clip up to the stop

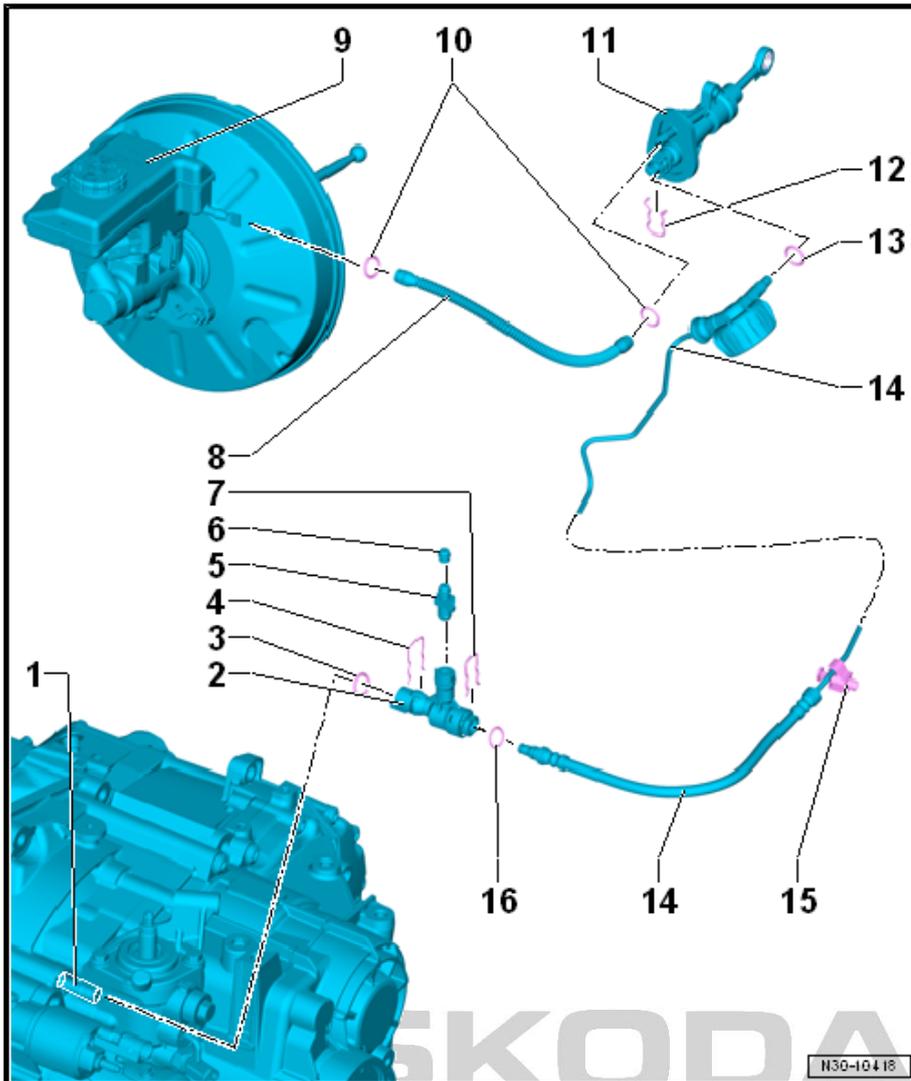
5 - Bleeder valve, 4,5 Nm

- Bleeding the clutch control ⇒ [page 90](#)

6 - Dust cap

7 - Clamp

- to remove and install the tube-hose line pull out retaining clip up to the stop



8 - Supply hose

9 - Brake fluid reservoir

10 - Gasket

- must be located on the return hose

11 - Master cylinder

- removing and installing ⇒ [page 75](#)

12 - Clamp

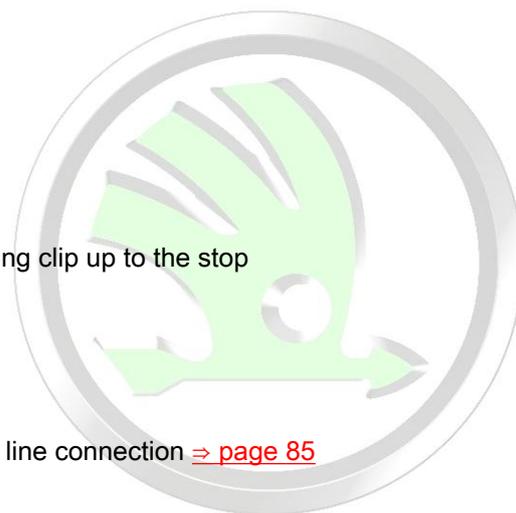
- to remove and install the tube-hose line pull out retaining clip up to the stop

13 - Seal / O-ring

- replace if damaged
- fit onto the line connection
- Insert with brake fluid
- Gasket rings/O-rings are adapted to the version of the line connection ⇒ [page 85](#)
- Assignment ⇒ Electronic Catalogue of Original Parts

14 - Tube-hose line

- Assignment ⇒ Electronic Catalogue of Original Parts
- with frequency modulator (not fitted to all vehicles)
- removing and installing ⇒ [page 88](#)



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15 - Support

- for tube-hose line

16 - Seal / O-ring

- replace if damaged
- fit onto the line connection
- Insert with brake fluid
- Gasket rings/O-rings are adapted to the version of the line connection => [page 85](#)
- Assignment => Electronic Catalogue of Original Parts

Disconnect the cables for the clutch control and connect

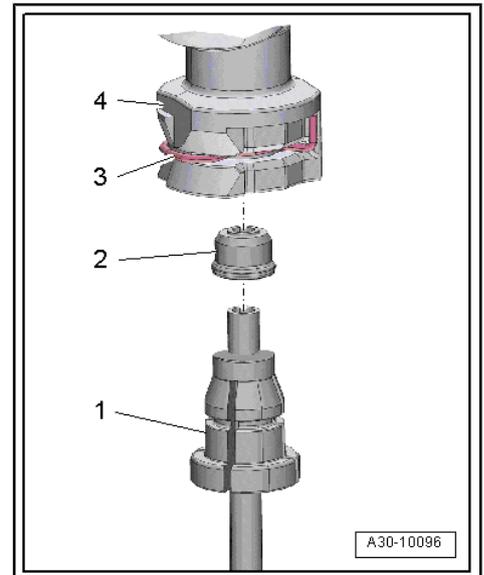
Separate

- Unlock the clip -3- with a screwdriver and disconnect the tube-hose line -1- from the connection -4-.

Connect

Note

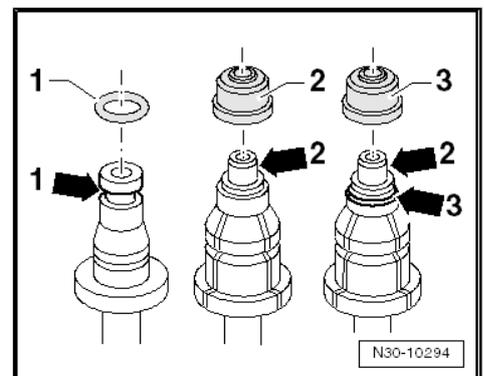
- ◆ An O-ring can also be installed instead of the gasket ring -2- => [page 85](#).
- ◆ Replace damaged gasket ring -2-.
- Push in the tube-hose line -1- at the connection -4- until the clip -3- locks audibly into place.
- For testing pull on the tube-hose line.



Gasket rings/O-rings for tube-hose lines and/or pipes

Pos.	Material of line connection
1	Line connection with circumferential groove -arrow 1-
2	Line connection with shoulder -arrow 2-
3	Line connection with shoulder -arrow 2- and circumferential groove -arrow 3-

- In case of a line connection with round slot -arrow 1- and -arrow 3-, a gasket ring/O-ring must be inserted.





1.25 Summary of components - Hydraulic (Yeti)

1 - Brake fluid reservoir

- test tightness
⇒ [page 87](#)

2 - Tubing

- out of plastic
⇒ [page 87](#)
- Do not use hose clamp - MP7-602-
- test tightness
⇒ [page 87](#)

3 - Master cylinder

- removing and installing
⇒ [page 74](#)
- test tightness
⇒ [page 87](#)

4 - Clamp

- to remove and install the plastic line, pull out the retaining clip up to the stop

5 - Gasket ring/O-ring

- pull onto line connection
- insert with brake fluid
- Gasket rings/O-rings adapted to the material of the line connection
⇒ [page 87](#)
- Assignment ⇒ Electronic Catalogue of Original Parts
- test tightness
⇒ [page 87](#)

6 - Support

- removing and installing ⇒ [page 59](#)

7 - Clutch pedal

- removing and installing ⇒ [page 59](#)

8 - 20 Nm

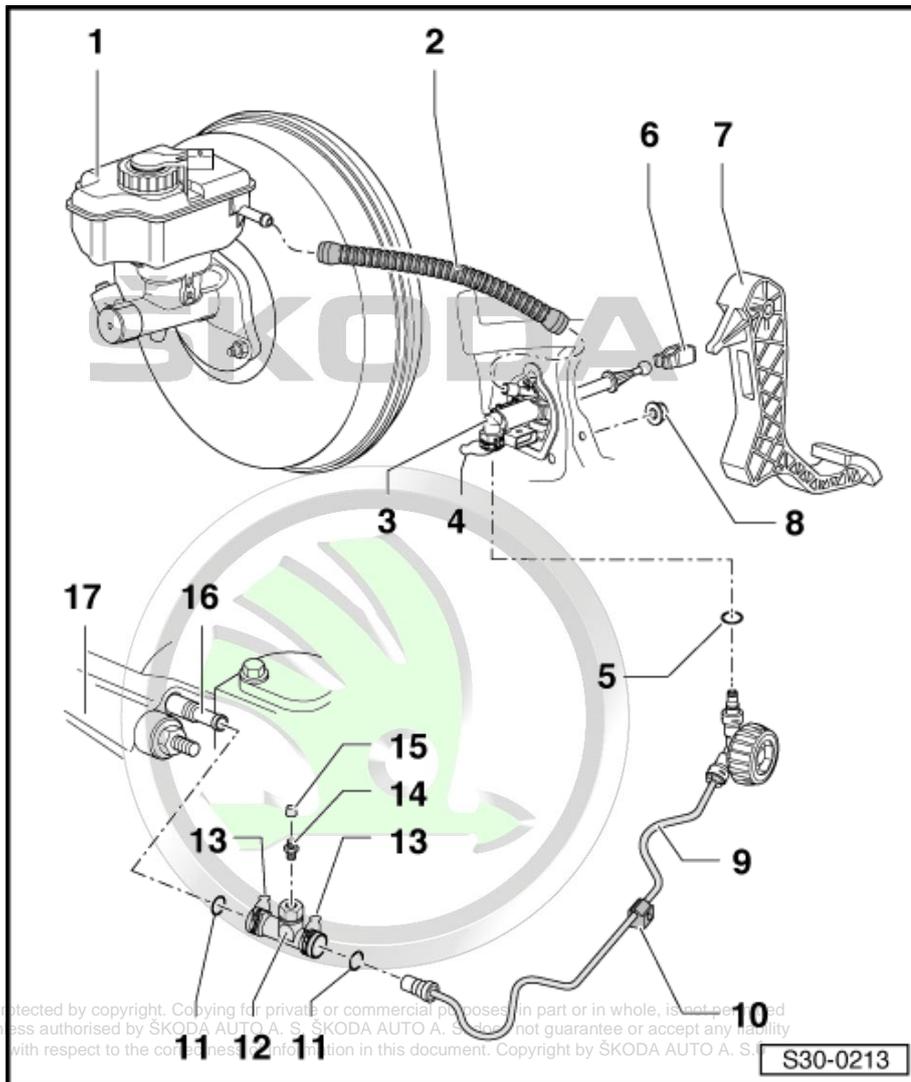
- 3 pieces
- for bracket on front wall
- replace ⇒ Electronic Catalogue of Original Parts

9 - Plastic line

- Do not use hose clamp - MP7-602-
- Assignment ⇒ Electronic Catalogue of Original Parts
- Remove battery and battery tray for removing ⇒ Electrical System; Rep. gr. 27
- test tightness ⇒ [page 87](#)

10 - Support

- Mounted at the structure
- for plastic line Pos. 9



11 - Gasket ring/O-ring

- pull onto line connection
- insert with brake fluid
- Gasket rings/O-rings adapted to the material of the line connection ⇒ [page 87](#)
- Assignment ⇒ Electronic Catalogue of Original Parts
- test tightness ⇒ [page 87](#)

12 - Breather

- pay attention to different versions, assign via ⇒ Electronic Catalogue of Original Parts
- test tightness ⇒ [page 87](#)

13 - Clamp

- to remove and install the plastic line or the breather, pull out the retaining clip up to the stop

14 - Vent valve

- Bleed the clutch control ⇒ [page 90](#)
- pay attention to different versions, assign via ⇒ Electronic Catalogue of Original Parts
- test tightness ⇒ [page 87](#)

15 - Dust cap

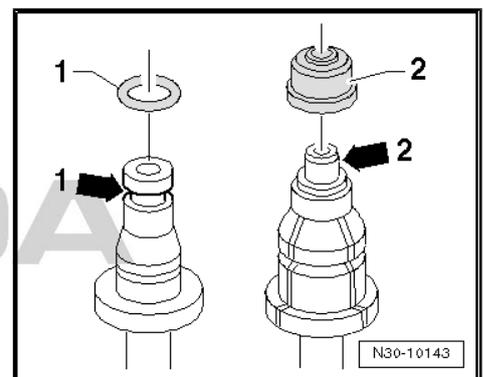
16 - Slave cylinder

- can only be replaced without removing gearbox
- removing and installing ⇒ [page 95](#)
- test tightness ⇒ [page 87](#)

17 - Gearbox

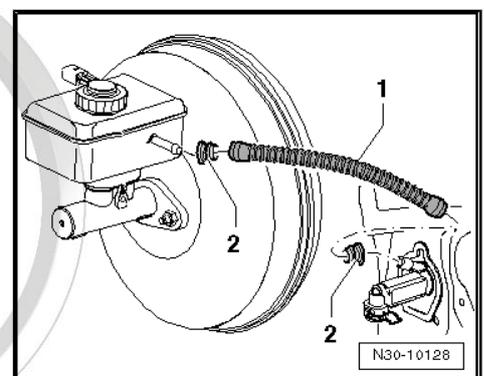
Gasket rings/O-rings for plastic line

- ◆ -1- Line connection with circular slot -arrow 1-
- ◆ -2- Line connection with collar -arrow 2-



Plastic return hose -1-

- ◆ Gaskets -2- must be present on the return hose
- ◆ Do not use hose clamp - MP7-602-



1.26 Check hydraulic clutch control

- The brake pedal return must not be obstructed by moved or additional covers (floor coverings).

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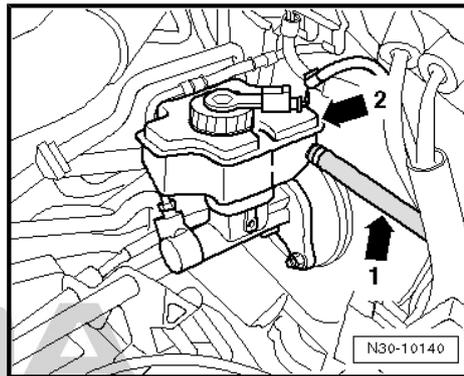


- First of all check the brake fluid level in the brake fluid reservoir.



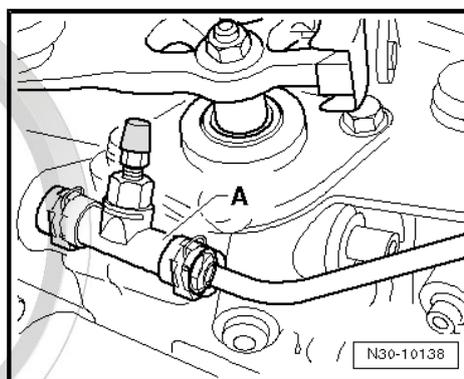
Note

- ◆ The clutch hydraulic is connected to one of the chambers -arrow 2- of the brake fluid reservoir by the return hose -arrow 1-.
- ◆ If there is no or little brake fluid in this chamber, there is a leak in the system.
- ◆ If necessary, bleed the clutch control ⇒ [page 90](#).



- Subsequently check the following components of the hydraulic clutch control for external leak:

- ◆ Return hose between brake fluid reservoir and master cylinder
- ◆ Master cylinder
- ◆ Tube-hose line or plastic line between master and slave cylinder
- ◆ Connection points (plug and screw connections) also in a non-visible area
- ◆ Bleeder -A- (slave cylinder is located in the clutch housing)



Note

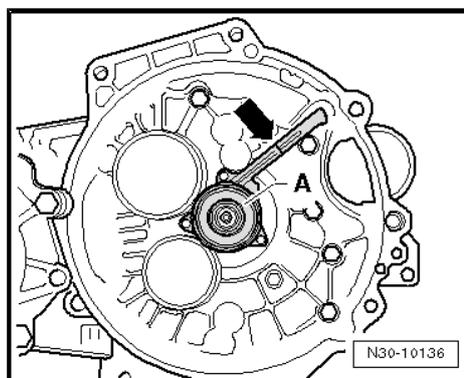
- ◆ Symptoms of an external leak are, amongst others, traces of brake fluid below the gearbox or on the noise insulation under the gearbox.
- ◆ Check the correct routing of the plastic line between the master and slave cylinder. The line must not be kinked or trapped.

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- Subsequently depress the clutch pedal carefully, at the same time hold the foot controls in five different positions for approx. 20 seconds over the entire distance the pedal has to travel. While doing so, a second person must check if fluid is leaking from the components of the hydraulic clutch control ⇒ [page 88](#) . At the same time the first person must check if the clutch pedal falls through on its own while being held.

- If necessary remove gearbox. Remove slave cylinder -A- and check for brake fluid leak.

Observe that the supply line -arrow- can be separated on certain slave cylinders -A-.



1.27 Removing and installing cables for clutch control (Octavia III)

Special tools and workshop equipment required

- ◆ Hose clamp - MP7-602 (3094)-

Removing

- Remove the complete air filter housing if the cables for the clutch control are not accessible ⇒ Engine; Rep. gr. 23 if necessary, ⇒ engine; Rep. gr. 24 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .

Right-hand drive

A heat-protection matting is installed in combination with certain engines. The appearance may differ from the figure.

- Remove heat-protection matting. Pay attention to the positions -1...4-.

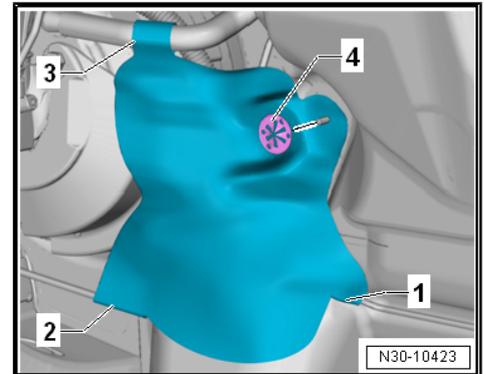
Continued for all versions



Caution

There is a danger that the brake fluid may drip out.

- ◆ *During the following work, ensure that no brake fluid lands on longitudinal member or gearbox. If this is the case, clean the affected area thoroughly.*
- ◆ *Lay a lint-free cloth under master cylinder.*

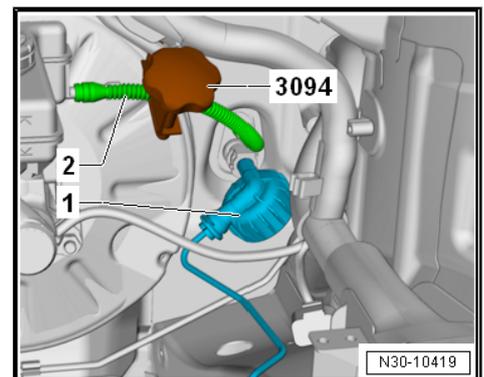


- Disconnect return hose -2- to master cylinder with hose clamp - MP7-602 (3094)- .



Note

- ◆ *If the return hose with hose clamp - MP7-602 (3094)- is disconnected, it will forever be deformed.*
- ◆ *However the return hose is not defective.*
- ◆ *After removing the hose clamp - MP7-602 (3094)-, it may be necessary to bring the return hose back into its initial position.*
- Pull the clip at the tube-hose line out of the master cylinder up to the stop and detach the tube-hose line.
- Close the openings.
- Pull out the clip -arrow- up to the stop and detach the tube-hose line -A- from the breather.
- Close the openings.

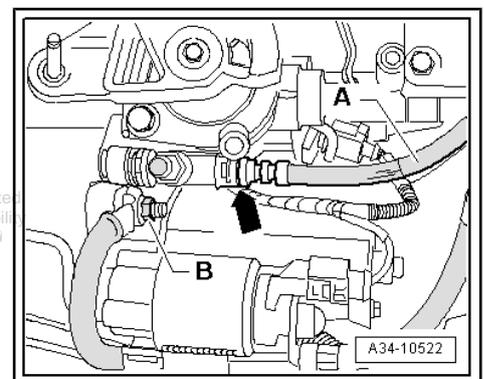


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Ignore -arrows-

- Close the open lines and connections, if necessary with a clean plug from the plug set for engine - VAS 6122- .
- Loosen tube-hose line and remove.

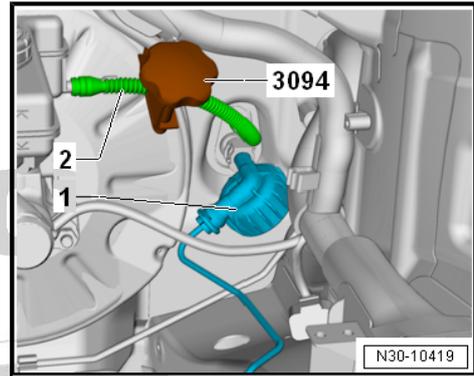




Install

Installation is performed in the reverse order, while paying attention to the following:

- Connect the tube-hose line -1- with connectors at the master cylinder and at the slave cylinder.
- Test line by tugging on it.
- After removing the hose clamp - MP7-602 (3094)- , it may be necessary to bring the return hose -2- back into its initial position.

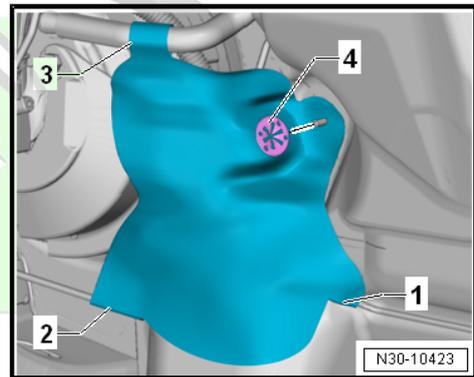


Right-hand drive

- If present, coil the heat-protection matting in the sequence -1, 2 and 3- around the cable.
- Secure the heat-protection matting with the circlip -4-.

Continued for all versions

- Bleed clutch mechanism ⇒ [page 90](#) .
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .



1.28 Bleed the clutch control

Special tools and workshop equipment required

- ◆ Brake filling and bleeding device , e. g. -VAS 5234-



Note

A pre-filling of the system is not necessary!

Brake fluid specification ⇒ brake systems; Rep. gr. 00 .

- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .
- Connect the brake filling and bleeding device .

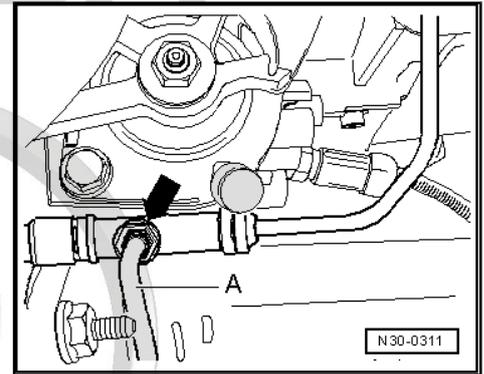
To bleed use bleeder hose -A-.

- Then connect ventilation hose with the drip bottle of the brake bleeding device.
- Fit the bleeder hose -A- onto the vent valve -arrow-.
- Activate system with a pressure of 0.2 MPa (2 bar).
- Open vent valve.

i Note

On certain vehicles the vent valve can be opened by hand. To do so, turn the vent valve 180° to the left as far as the stop.

- Allow approx. 100 cm³ of brake fluid to flow out.
- Close vent valve.
- Activate foot controls forcefully from stop to stop between 10 and 15 times.
- Open vent valve.
- Allow approx. 50 cm³ more brake fluid to flow out.
- Close vent valve.
- After completing the bleeding procedure activate the clutch pedal repeatedly.
- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .



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2 Repairing clutch control

Summary of components - Front-wheel-drive ⇒ [page 92](#) .

Summary of components - Four-wheel drive ⇒ [page 93](#) .

Remove and install slave cylinder with release bearing
⇒ [page 95](#) .

Replace gasket ring for drive shaft ⇒ [page 96](#) .

2.1 Summary of components - Front-wheel-drive

1 - Gearbox

2 - Gasket ring for drive shaft

- replace ⇒ [page 96](#)

3 - Slave cylinder with release bearing

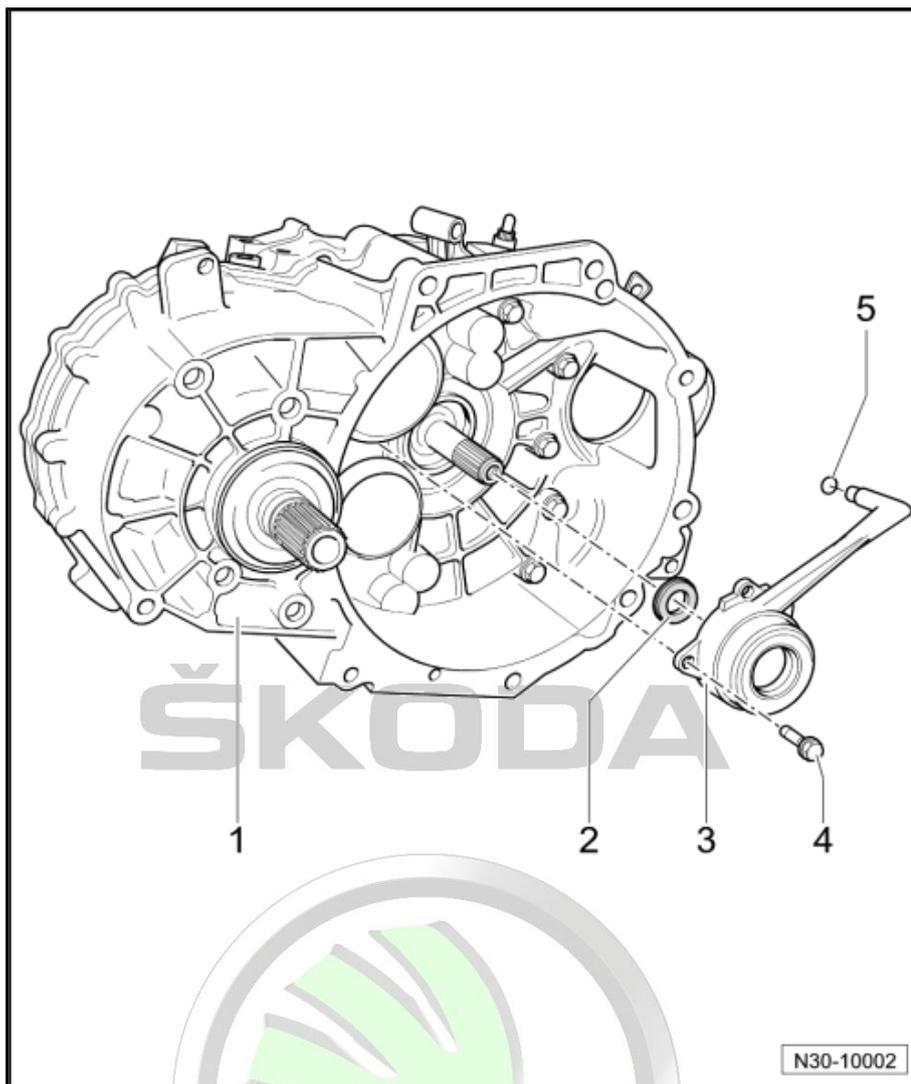
- form one unit, can only be replaced together
- Do not wash the bearing, just wipe clean
- replace noisy bearings together with slave cylinder
- on certain slave cylinders separated supply line ⇒ [page 93](#)
- as of 06/2011, release bearing with additional plastic washer ⇒ [page 93](#)
- Assignment ⇒ Electronic Catalogue of Original Parts
- removing and installing ⇒ [page 95](#)

4 - Screw

- for metal slave cylinder: 12 Nm (without locking agent)
- for plastic slave cylinder: 15 Nm (with locking agent)
- 3 pieces
- replace ⇒ Electronic Catalogue of Original Parts

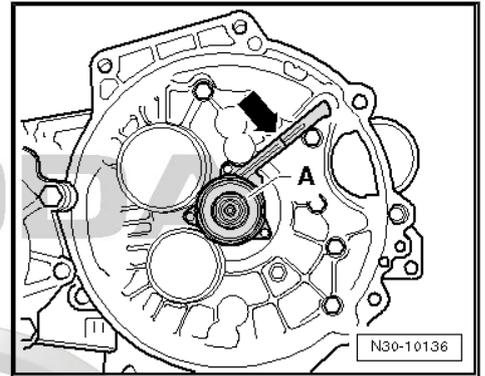
5 - O-ring

- pull onto line connection
- insert with brake fluid



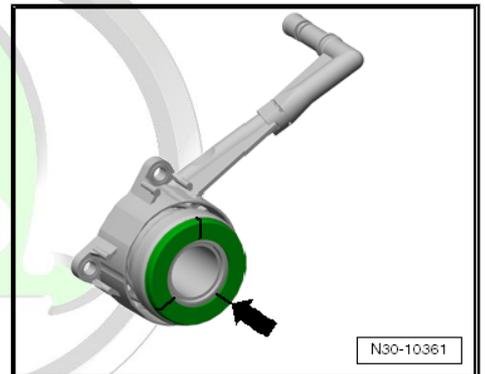
Slave cylinder with separated supply line

The supply line is separated on certain slave cylinders -A- in the area of the -arrow-.



Release bearing with additional plastic washer - as of 06/2011

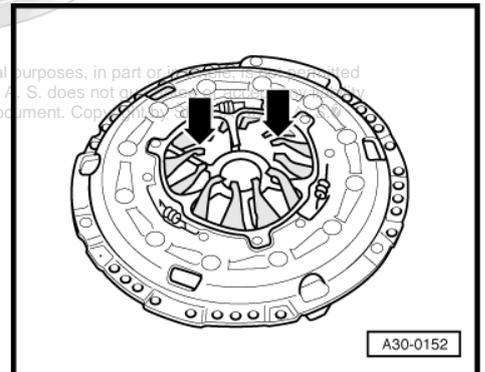
Distinguishing feature, the peg -arrow- on the plastic washer.



Extremities of the membrane spring of the thrust washer -arrow- with lower installation height.

 **Caution**

The modified release bearing and the changed thrust washer must only be installed together.



Assignment => Electronic Catalogue of Original Parts .

2.2 Summary of components - Four-wheel drive



1 - Screw

- for metal slave cylinder:
12 Nm (without locking agent)
- for plastic slave cylinder:
15 Nm (with locking agent)
- 3 pieces
- replace ⇒ Electronic Catalogue of Original Parts
- carefully tighten in small stages crosswise so that the screw-down eyes of the slave cylinder do not break off

2 - Slave cylinder with release bearing

- form one unit, can only be replaced together
- Do not wash the bearing, just wipe clean
- replace noisy bearings together with slave cylinder
- on certain slave cylinders separated supply line ⇒ [page 95](#)
- as of 06/2011, release bearing with additional plastic washer ⇒ [page 95](#)
- Assignment ⇒ Electronic Catalogue of Original Parts
- removing and installing ⇒ [page 95](#)

3 - O-ring

- pull onto line connection
- insert with brake fluid

4 - Clamp

- to remove and install the bleeder Pos. 10, pull out the retaining clip up to the stop

5 - Vent valve

- Bleed the clutch control ⇒ [page 90](#)
- pay attention to different versions, assign via ⇒ Electronic Catalogue of Original Parts

6 - Dust cap

7 - Clamp

- to remove and install the plastic line Pos. 8, pull out the retaining clip up to the stop

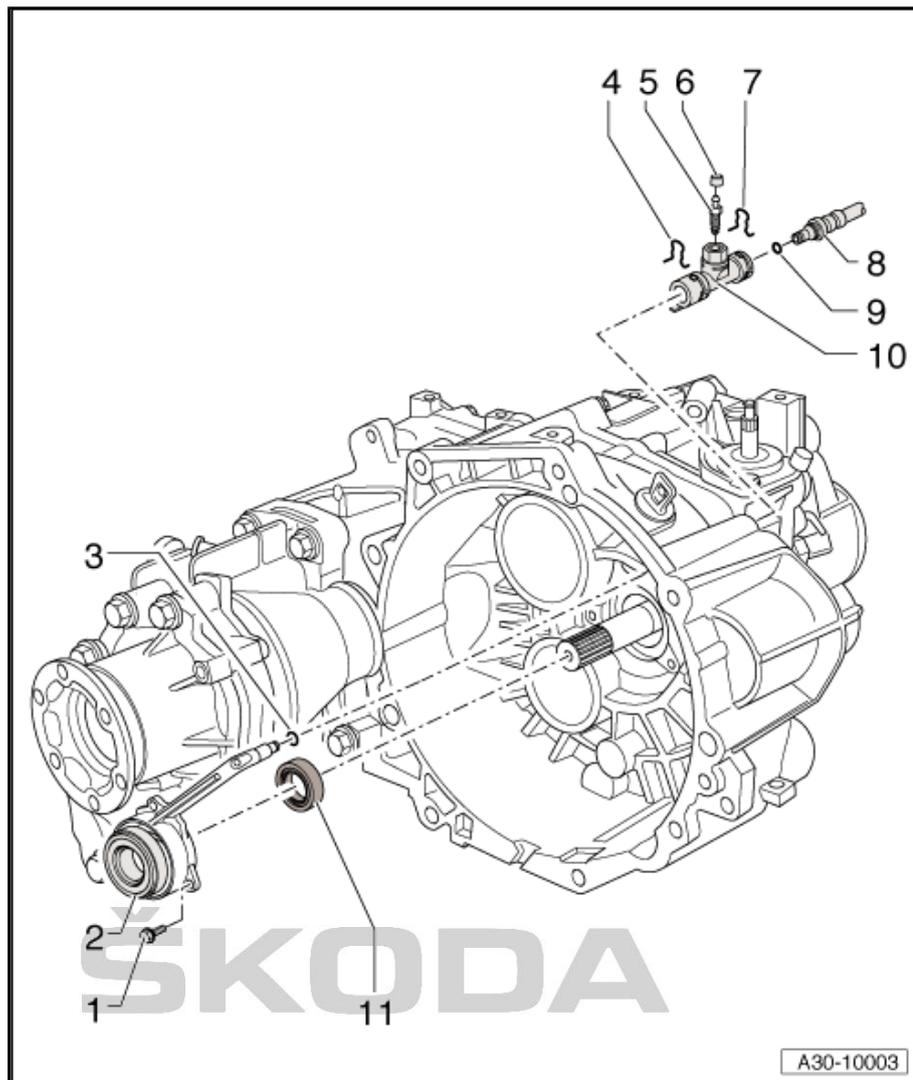
8 - Plastic line

9 - O-ring

- pull onto line connection
- insert with brake fluid

10 - Breather

- pay attention to different versions, assign via ⇒ Electronic Catalogue of Original Parts



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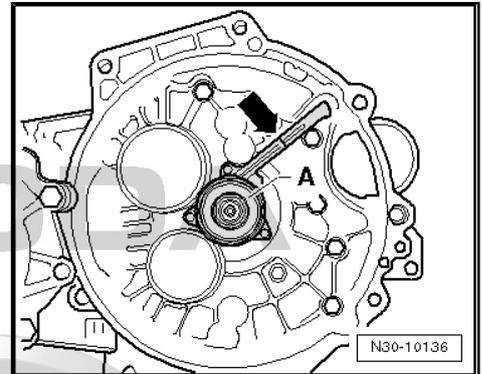
- ❑ removing and installing ⇒ [page 95](#)

11 - Gasket ring for drive shaft

- ❑ replace ⇒ [page 96](#)

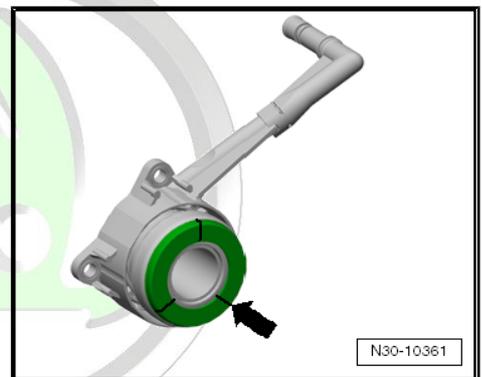
Slave cylinder with separated supply line

The supply line is separated on certain slave cylinders -A- in the area of the -arrow-.



Release bearing with additional plastic washer - as of 06/2011

Distinguishing feature, the peg -arrow- on the plastic washer.

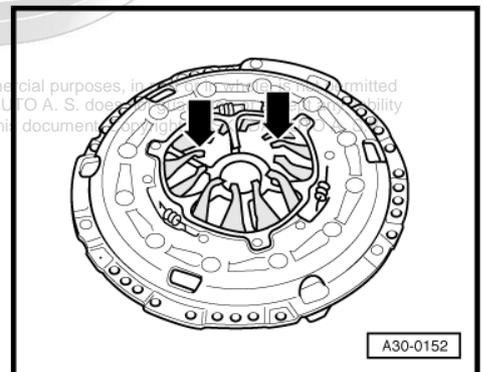


Extremities of the membrane spring of the thrust washer -arrow- with lower installation height.



Caution

The modified release bearing and the changed thrust washer must only be installed together.



Assignment ⇒ Electronic Catalogue of Original Parts .

2.3 Remove and install slave cylinder with clutch release bearing

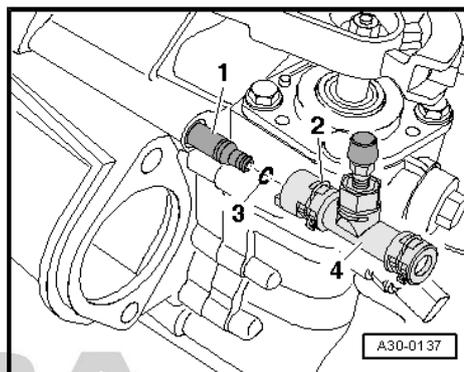
Note

Slave cylinder and clutch release bearing form one unit and can only be replaced together.

Removing

- Remove the gearbox:
- ◆ Front-wheel drive Octavia II and Superb II ⇒ [page 183](#) .
- ◆ Four-wheel drive Octavia II and Superb II ⇒ [page 192](#) .
- ◆ Front-wheel drive Yeti and Octavia III ⇒ [page 202](#) .

- ◆ Four-wheel drive Yeti and Octavia III ⇒ [page 209](#) .
- Unlock locking clip -2- with a screwdriver and detach bleeder -4- from slave cylinder -1-.



- Remove slave cylinder with release bearing -arrows-.

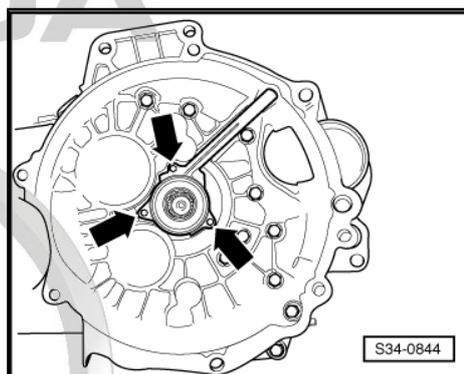
Install

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

- The fixing screws for the slave cylinder must only be tightened in small stages.

Otherwise there is the risk that the tabs with the bolt-holes break off.

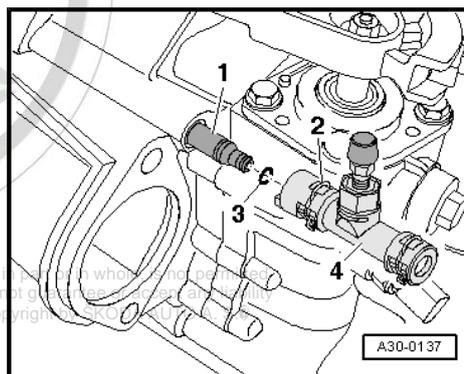
- Tighten slave cylinder with release bearing to tightening torque.
- Inspect the O-ring -3- at slave cylinder for damage.
- Press in the bleeder -4- at the connection of the slave cylinder -1- until the locking clip -2- clicks into place.
- For checking pull at bleeder -4-.



Install gearbox - front-wheel drive and four-wheel drive (Octavia II and Superb II) ⇒ [page 217](#) .

Install gearbox - front-wheel drive and four-wheel drive (Yeti and Octavia III) ⇒ [page 220](#) .

- Bleed the clutch control ⇒ [page 90](#) .



Tightening torques

Component	Nm
Slave cylinder to gearbox - Front-wheel drive	⇒ page 92 Pos. 4
Slave cylinder to gearbox - Four-wheel drive	⇒ page 93 Pos. 1

2.4 Replace gasket ring for drive shaft

Special tools and workshop equipment required

- ◆ Thrust piece - T40008-
- ◆ Extraction hook - T20143/1-
- ◆ Sealing grease - G 052 128 A1-

Removing

- Removing the gearbox.

- ◆ Remove gearbox - front-wheel drive (Octavia II, Octavia III and Superb II) ⇒ [page 183](#) .
- ◆ Remove gearbox - four-wheel drive (Octavia II and Superb II) ⇒ [page 192](#) .
- ◆ Remove gearbox - front-wheel-drive (Yeti) ⇒ [page 202](#) .
- ◆ Remove gearbox - four-wheel-drive (Yeti) ⇒ [page 209](#) .
- Remove slave cylinder with release bearing ⇒ [page 95](#) .
- Pull out gasket ring for drive shaft with ejection hook - T20143/1- .

i Note

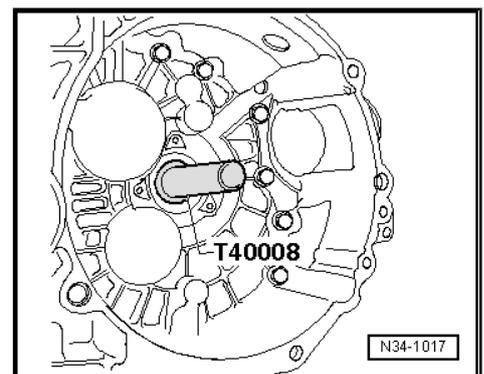
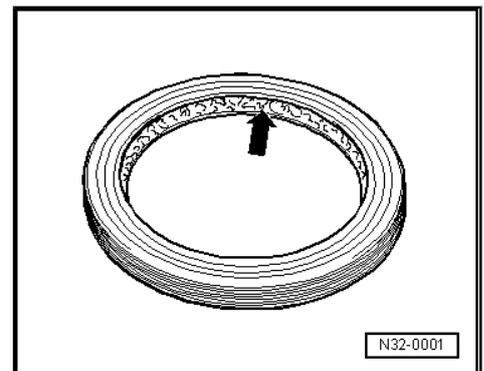
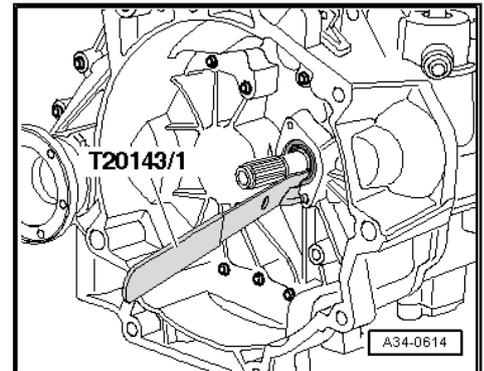
Do not damage contact surface for shaft seal on the drive shaft.

Install

- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Slightly moisten the outer circumference of the gasket ring with gearbox oil.

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- Insert the gasket ring for the drive shaft until flush.
- Install slave cylinder with release bearing ⇒ [page 95](#) .
- Installing the gearbox.
- ◆ Install gearbox - front-wheel drive and four-wheel drive (Octavia II, Octavia III and Superb II) ⇒ [page 217](#) .
- ◆ Install gearbox - front-wheel drive and four-wheel drive (Yeti) ⇒ [page 220](#) .





3 Repairing clutch

Summary of components - Repair the clutch make "Sachs"
⇒ [page 98](#) .

Remove and install clutch make "Sachs" ⇒ [page 99](#) .

Summary of components - Repair the clutch make "LuK"
⇒ [page 102](#) .

Removing and installing the clutch make "LuK" ⇒ [page 103](#) .

Fault finding power transmission - problems with the clutch and clutch control ⇒ [page 106](#) .

Special tools and workshop equipment required

- ◆ Counterholder - MP1-223 (3067)-
- ◆ Centering mandrel - T10097-
- ◆ Grease for plug serration of clutch disc - G 000 100-

3.1 Summary of components - Repairing the clutch make "Sachs"



Note

- ◆ *Before replacing the clutch disc and pressure plate fault finding power transmission - observe complaints of the clutch and clutch control ⇒ [page 106](#) .*
- ◆ *Replace the clutch discs and pressure plates if the riveting is damaged or loose.*
- ◆ *Assign the clutch disc and pressure plate in accordance with engine identification characters ⇒ *Electronic Catalogue of Original Parts* .*
- ◆ *The two-mass flywheel, pressure plate and clutch disc are assigned to each other and must not be installed together with components from other manufacturers.*

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1 - The two-mass flywheel

- make sure the centering pins are tight
- The locating face for the clutch lining must be free from grooves, oil and grease
- Observe removal instructions for two-mass flywheel ⇒ Engine; Rep. gr. 13 .
- Removing and Installing ⇒ Engine; Rep. gr. 13

2 - Clutch disc

- Assign the diameter via the ⇒ Electronic catalogue of original parts .
- removing and installing ⇒ [page 99](#)
- must only be replaced together with pressure plate
- Fitting position ⇒ [page 100](#)

3 - Pressure plate

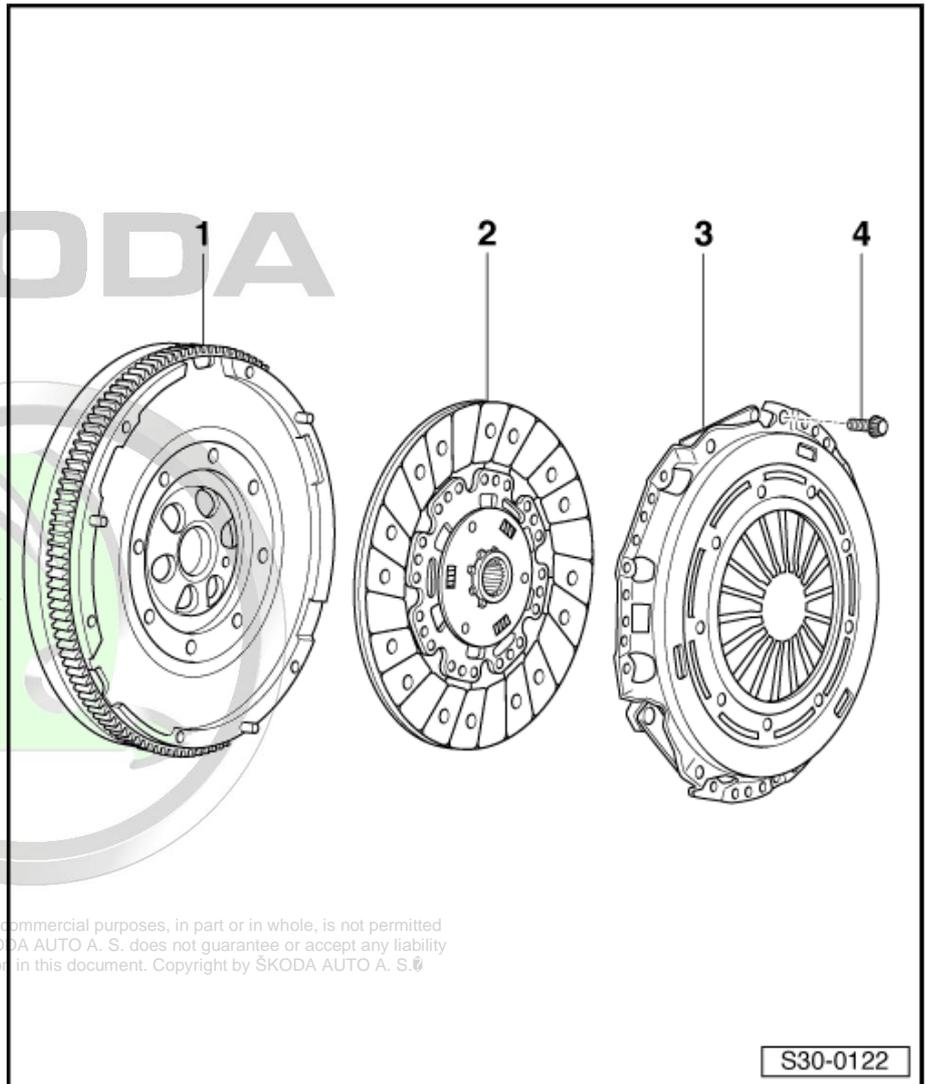
- Assignment ⇒ Electronic Catalogue of Original Parts
- with resetting mechanism

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- Distinguishing feature ⇒ [page 100](#)
- removing and installing ⇒ [page 99](#)
- Check the extremities of the membrane springs ⇒ [page 101](#)
- Check feather joints and riveted joints ⇒ [page 101](#)
- must only be replaced together with clutch disc Pos. 2

4 - Screw M6-13 Nm; screw M7-20 Nm

- Assignment ⇒ Electronic Catalogue of Original Parts
- release or tighten in small stages crosswise



3.2 Removing and installing clutch make "Sachs"

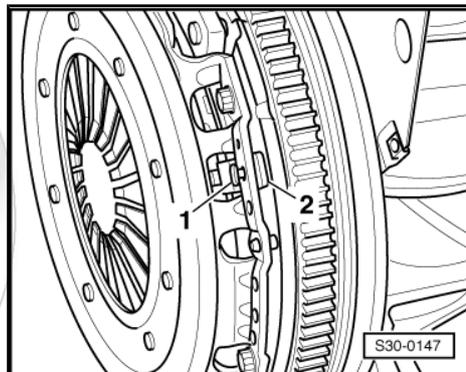
3.2.1 Removing

- Removing the gearbox.
- ◆ Remove gearbox - front-wheel drive (Octavia II, Octavia III and Superb II) ⇒ [page 183](#) .
- ◆ Remove gearbox - four-wheel drive (Octavia II and Superb II) ⇒ [page 192](#) .
- ◆ Remove gearbox - front-wheel-drive (Yeti) ⇒ [page 202](#) .
- ◆ Remove gearbox - four-wheel-drive (Yeti) ⇒ [page 209](#) .



In order to avoid a deformation of the pressure plate when removing it (this leads to jerking during start-up), the pressure plate must be loosened as follows:

- Insert counterholder - MP1-223- to slacken the bolts.
- Release bolts in small stages crosswise.
- When unscrewing, the stop must slacken -2- together with the bolt -1-.
- If the stop does not slacken: press the bolt towards the fly-wheel.
- Remove pressure plate and clutch disc.



3.2.2 Install

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

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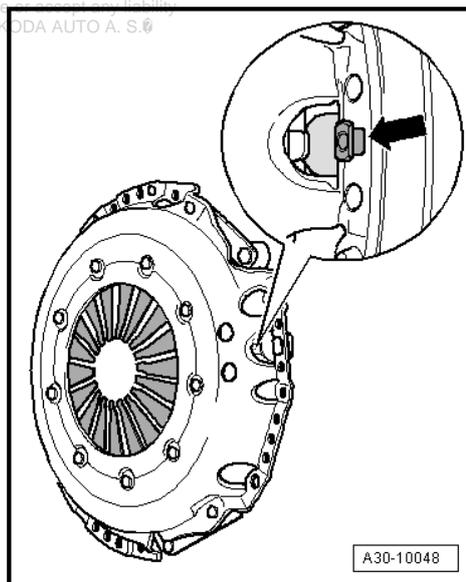


Note

- ◆ *Replace pressure plate and clutch disc together.*
- ◆ *Assign the pressure plate and clutch disc in accordance with the engine identification characters via the ⇒ Electronic catalogue of original parts .*
- ◆ *The two-mass flywheel, pressure plate and clutch disc are assigned to each other and must not be installed together with components from other manufacturers.*

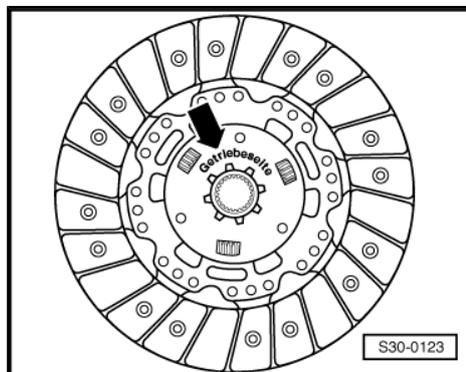
Distinguishing feature self-adjusting clutch type "Sachs"

- ◆ Pressure plate with stop (position sensor) -arrow-.



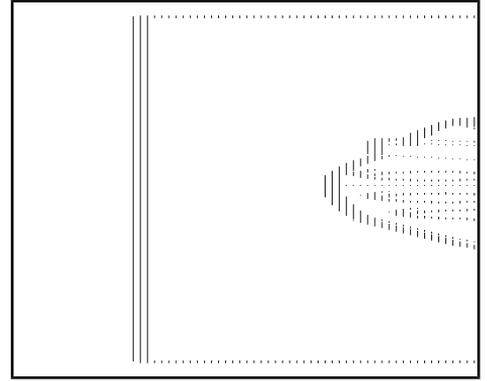
Fitting location of clutch disc

- Legend "side of gearbox" and the protruding spring cage points to the gearbox.



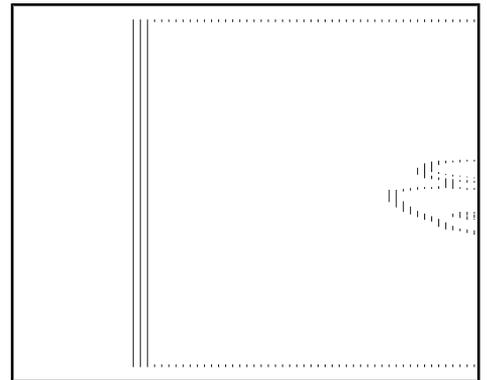
Check the extremities of the membrane springs

- Wear is allowed up to half the membrane spring thickness -arrows-.



Check feather joints and riveted joints

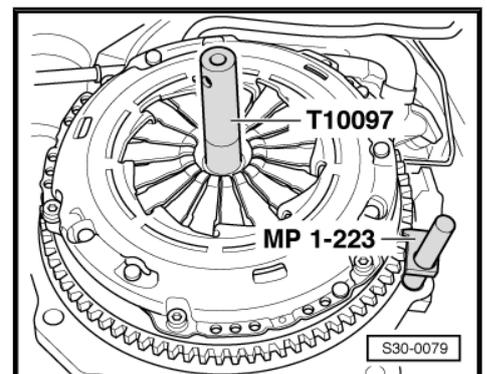
- Check the feather joints between pressure plate and cover for cracks as well as the riveted joints for firm seating.
- Pressure plate with damaged feather joints or with loose riveted joints -arrows- must be replaced.



Note

- ◆ *Replace the clutch discs and pressure plates if the riveting is damaged or loose.*
- ◆ *Always replace pressure plate and clutch disc together.*
- ◆ *Assign the pressure plate and clutch disc in accordance with the engine identification characters via the ⇒ Electronic catalogue of original parts .*
- ◆ *In order to reduce unpleasant odours if the clutch is burnt, thoroughly clean the clutch housing as well as the flywheel and the engine on the side of the gearbox.*
- ◆ *Clean the drive shaft serration and hub serration on used clutch discs, remove corrosion. Apply a very thin layer of grease for plug serration of clutch disc - G 000 100- onto the serration. Subsequently move the clutch disc up and down on the drive shaft until the hub fits smoothly on the shaft. Remove all excess grease.*
- ◆ *The pressure plates are protected against corrosion and are greased. Only clean the thrust surface as otherwise the life of the clutch may be considerably reduced.*
- ◆ *The thrust surface of the pressure plate and the clutch disc lining must fully rest against the flywheel. Only then may the fixing screws be inserted.*

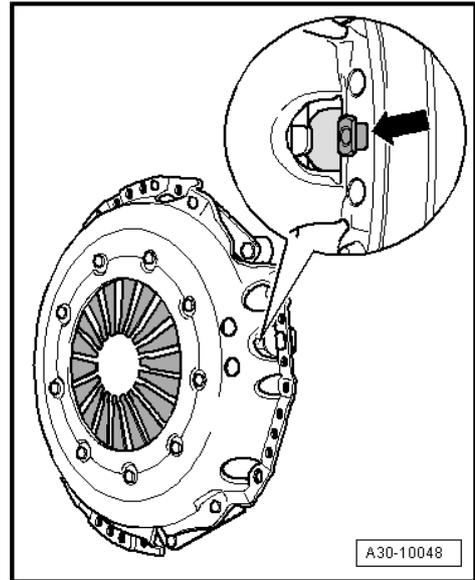
- When installing, insert the counterholder - MP1-223 (3067)- for tightening the screws.
- Place the pressure plate onto the centering pins.
- Use centering mandrel - T10097- for centering the clutch disc.





In order to avoid a deformation of the pressure plate when installing it (this leads to jerking during start-up), the pressure plate must be installed as follows:

- Pay attention that the stop bolt (position sensor) -arrow- can move freely.
- Screw in all the screws by hand uniformly, until the bolt head rests against the pressure plate.
- Tighten the screws gradually and crosswise so as not to damage the centering holes on the pressure plate and the centering pins of the flywheel, while doing so the stop bolt -arrow- must not be lifted up from the pressure plate.
- Tighten all 6 screws gradually to specified tightening torque ⇒ [page 98](#) Pos 4.
- Install gearbox.
- ◆ Install gearbox - front-wheel drive and four-wheel drive (Octavia II, Octavia III and Superb II) ⇒ [page 217](#) .
- ◆ Install gearbox - front-wheel drive and four-wheel drive (Yeti) ⇒ [page 220](#) .



3.3 Summary of components - Repairing the clutch make "LuK"



Note

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- ◆ Before replacing the clutch disc and pressure plate fault finding power transmission - observe complaints of the clutch and clutch control ⇒ [page 106](#) .
- ◆ Replace the clutch discs and pressure plates if the riveting is damaged or loose.
- ◆ Assign the clutch disc and pressure plate in accordance with engine identification characters ⇒ *Electronic Catalogue of Original Parts* .
- ◆ The two-mass flywheel, pressure plate and clutch disc are assigned to each other and must not be installed together with components from other manufacturers.

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1 - The two-mass flywheel

- make sure the centering pins are tight
- The locating face for the clutch lining must be free from grooves, oil and grease
- Observe removal instructions for two-mass flywheel ⇒ Engine; Rep. gr. 13 .
- Removing and Installing ⇒ Engine; Rep. gr. 13

2 - Clutch disc

- Diameter: Assignment ⇒ Electronic Catalogue of Original Parts
- removing and installing ⇒ [page 103](#)
- must be only replaced together with "SAC" pressure plate Pos. 3
- Fitting position ⇒ [page 104](#)

3 - "SAC"-Pressure plate

- "SAC" (Self Adjusting Clutch) means "self-adjusting clutch"
- Assignment ⇒ Electronic Catalogue of Original Parts
- removing and installing ⇒ [page 103](#)
- Check the extremities of the membrane springs ⇒ [page 104](#)
- Check feather joints and riveted joints ⇒ [page 104](#)
- Only check the position of the resetting mechanism on new pressure plates ⇒ [page 105](#)
- must only be replaced together with clutch disc Pos. 2

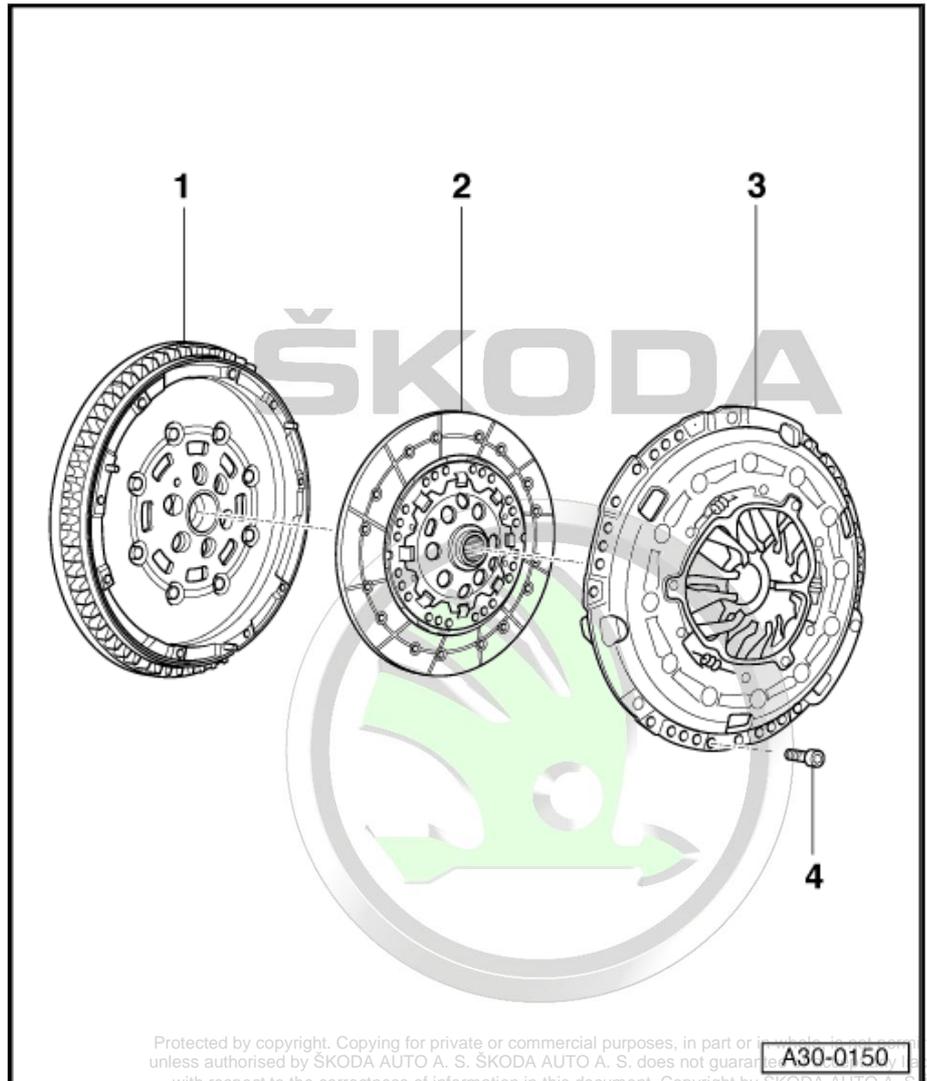
4 - Screw M6-13 Nm; screw M7-20 Nm

- release or tighten in small stages crosswise
- Assignment ⇒ Electronic Catalogue of Original Parts

3.4 Removing and installing clutch make "LuK"

3.4.1 Removing

- Removing the gearbox.
- ◆ Remove gearbox - front-wheel drive (Octavia II, Octavia III and Superb II) ⇒ [page 183](#) .
- ◆ Remove gearbox - four-wheel drive (Octavia II and Superb II) ⇒ [page 192](#) .
- ◆ Remove gearbox - front-wheel-drive (Yeti) ⇒ [page 202](#) .



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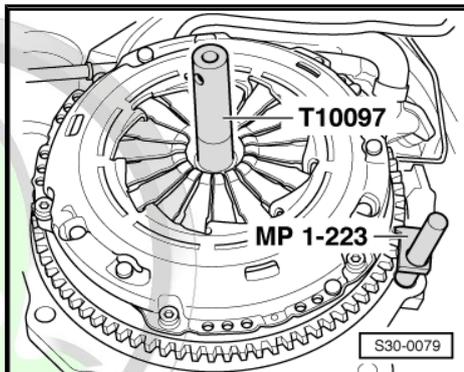
A30-0150



- ◆ Remove gearbox - four-wheel-drive (Yeti) ⇒ [page 209](#) .

In order to avoid a deformation of the pressure plate when removing it (this leads to jerking during start-up), the pressure plate must be loosened as follows:

- Insert counterholder - MP1-223 (3067)- to slacken the bolts.
- Release bolts in small stages crosswise.
- Remove pressure plate and clutch disc.



3.4.2 Install

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



Note

- ◆ *Replace pressure plate and clutch disc together.*
- ◆ *Assign the pressure plate and clutch disc in accordance with the engine identification characters via the ⇒ Electronic catalogue of original parts .*
- ◆ *The two-mass flywheel, pressure plate and clutch disc are assigned to each other and must not be installed together with components from other manufacturers.*

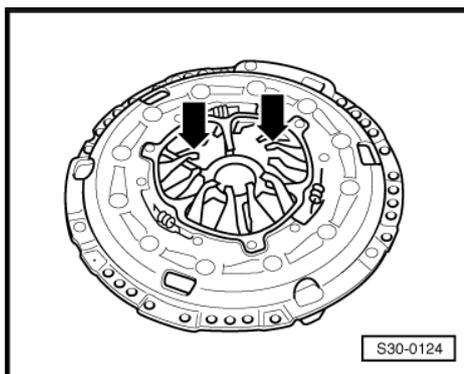
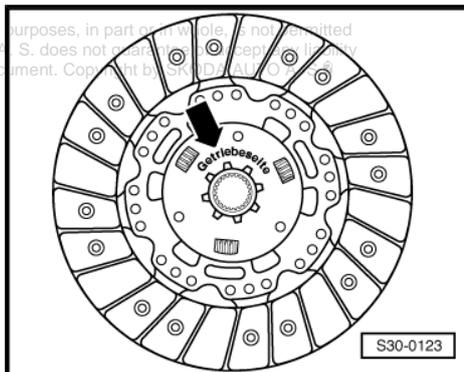
Fitting location of clutch disc

- Legend “side of gearbox” points to the gearbox.

Check the extremities of the membrane springs

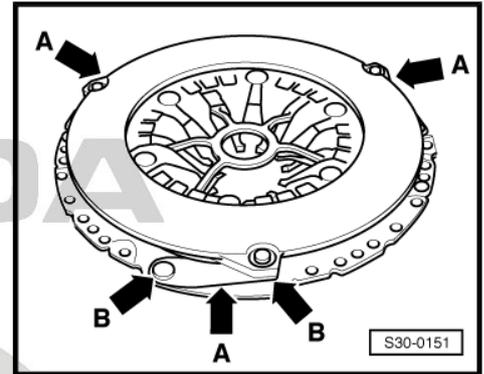
- Wear is allowed up to half the membrane spring thickness -arrows-.

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Check feather joints and riveted joints

- Check feather joints -arrows A- for damage as well as riveted joints -arrows B- for firm seating.

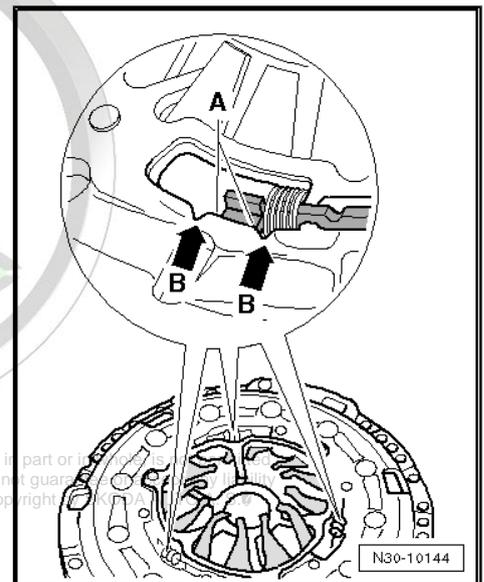


Only check the position of the resetting mechanism on new pressure plates

- Both edges -A- of the adjustment ring must be located between both notches -arrows B-.
- If the adjustment ring adopts another position when the pressure plates are new, the pressure plate and the clutch disc must not be installed.
- On used clutches the adjusting ring can also have another position outside the notches.

Note

- ◆ *Replace the clutch discs and pressure plates if the riveting is damaged or loose.*
- ◆ *Replace pressure plate and clutch disc together.*
- ◆ *Assign the pressure plate and clutch disc in accordance with the engine identification characters via the ⇒ Electronic catalogue of original parts .*
- ◆ *In order to reduce unpleasant odours if the clutch is burnt, thoroughly clean the clutch housing as well as the flywheel and the engine on the side of the gearbox.*
- ◆ *Clean the drive shaft serration and hub serration on used clutch discs, remove corrosion. Apply a very thin layer of grease for plug serration of clutch disc - G 000 100- onto the serration. Subsequently move the clutch disc up and down on the drive shaft until the hub fits smoothly on the shaft. Remove all excess grease.*
- ◆ *The pressure plates are protected against corrosion and are greased. Only clean the thrust surface as otherwise the life of the clutch may be considerably reduced.*
- ◆ *The thrust surface of the pressure plate and the clutch disc lining must fully rest against the flywheel. Only then may the fixing screws be inserted.*

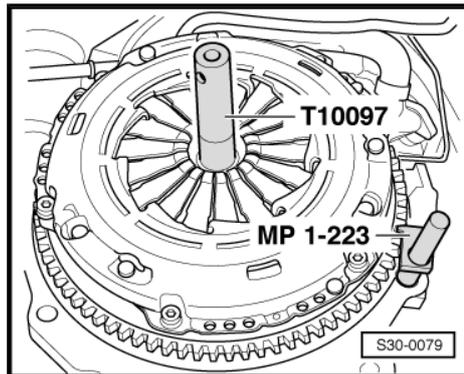




- When installing, insert the counterholder - MP1-223 (3067)- for tightening the screws.
- Place the pressure plate onto the centering pins.
- Use the centering mandrel - T10097- for centering the clutch disc.

In order to avoid a deformation of the pressure plate when installing it (this leads to jerking during start-up), the pressure plate must be installed as follows:

- Screw in all the screws by hand uniformly, until the bolt head rests against the pressure plate.
- Tighten the screws gradually and crosswise so as not to damage the centering holes on the pressure plate and the centering pins of the flywheel.
- Tighten all 6 screws gradually to specified tightening torque => [page 102](#) Pos 4.
- Install gearbox.
- ◆ Install gearbox - front-wheel drive and four-wheel drive (Octavia II, Octavia III and Superb II) => [page 217](#) .
- ◆ Install gearbox - front-wheel drive and four-wheel drive (Yeti) => [page 220](#) .



3.5 Fault finding power transmission - problems with the clutch and clutch control



Note

Check hydraulic clutch control => [page 87](#) .

Before each clutch repair, examine and reconstruct the complaint of the customer. In each individual case, it must be determined if indeed there are problems with the clutch or the incorrect setting of the gearshift is cause for complaint.

Complaint	Fault description	Measure
Clutch pedal does not return to initial position.	◆ Air in line system.	- Vent air from the line system; top up with brake fluid.
	◆ Line system, master or slave cylinder leaking.	- Replace defective part, vent air from the line system; top up with brake fluid.
	◆ Membrane spring of the pressure plate broken.	- Replace pressure plate.

Complaint	Fault description	Measure
Actuating force on the clutch pedal too high.	◆ Over-centre helper spring defective.	- Replace over-centre helper spring.
	◆ Clutch release force increased due to wear of clutch linings.	- Inform customer (higher release force with increased wear).
	◆ Pressure plate with wrong spring identification.	- Replace clutch disc, when the distance base/rivet is below 0.1 mm. - Assign pressure plate via the => Electronic catalogue of original parts .

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Complaint	Fault description	Measure
	<ul style="list-style-type: none"> ◆ Mechanical fault of the pressure plate/clutch disc. 	<ul style="list-style-type: none"> – Replace defective components.
	<ul style="list-style-type: none"> ◆ Clutch disc on the serration sluggish/jams. 	<ul style="list-style-type: none"> – Check serration of the hub for damage (burrs), if necessary replace clutch disc. – Clean the hub and the drive shaft serration from corrosion and residues of lubricant and grease with grease for plug serration of clutch disc - G 000 100- . Move clutch disc back and forth, remove excess grease.

Complaint	Fault description	Measure
Noises when operating the clutch.	<ul style="list-style-type: none"> ◆ Release bearing of the slave cylinder defective. 	<ul style="list-style-type: none"> – Always replace noisy release bearing/slave cylinder.
	<ul style="list-style-type: none"> ◆ The contact surface of the pressure plate is defective (the tips of the membrane spring are bent, broken). 	<ul style="list-style-type: none"> – Replace pressure plate. – Check release bearing, replace if necessary.
	<ul style="list-style-type: none"> ◆ Centre displacement of engine/gearbox. 	<ul style="list-style-type: none"> – Check dowel sleeves.
	<ul style="list-style-type: none"> ◆ Clutch disc installed the wrong way up. 	<ul style="list-style-type: none"> – Correct installation.
	<ul style="list-style-type: none"> ◆ Wrong clutch disc installed. 	<ul style="list-style-type: none"> – Assign clutch disc via the ⇒ Electronic catalogue of original parts .

Complaint	Fault description	Measure
Rattling, scratching occurs when the forward or reverse gear is engaged, gears shift jams, is sluggish, shifting is not possible, clutch without operation.	<ul style="list-style-type: none"> ◆ Air in the system, clutch does not separate fully. 	<ul style="list-style-type: none"> – Bleed system; check system, top up with brake fluid.
	<ul style="list-style-type: none"> ◆ Master/slave cylinder, line is leaking. 	<ul style="list-style-type: none"> – Replace defective component, top up with brake fluid, bleed system.
	<ul style="list-style-type: none"> ◆ The travel of the clutch pedal is not sufficient (carpet, foot mat under the foot controls), clutch is not fully depressed. 	<ul style="list-style-type: none"> – Inform customer.
	<ul style="list-style-type: none"> ◆ Pressure plate uneven due to incorrect installation, clutch disc warped due to improper handling. 	<ul style="list-style-type: none"> – Inspect parts, if necessary replace, observe position of the centering pins. – If scratching still occurs, check the serration of the clutch disc on the drive shaft for ease of movement, if necessary repair the gearbox.



Complaint	Fault description	Measure
	◆ Tips of membrane spring broken or bent (assembly fault).	<ul style="list-style-type: none"> – Replace pressure plate. – Check release bearing/slave cylinder, replace if necessary. – Check dowel sleeves.
	◆ Clutch disc too thick.	– Assign clutch disc via the ⇒ Electronic catalogue of original parts .
	◆ Lining glued to the flywheel (long immobilization time, high humidity).	– Slightly rub down friction surfaces of the clutch linings or replace completely the severely corroded parts.
	◆ Clutch disc on the serration sluggish/jams. Corroded hub, damaged during assembly. Hub profile knocked out on one side.	<ul style="list-style-type: none"> – Check serration of the hub for damage, if necessary replace clutch disc. – Remove corrosion and traces of grease from hub and shaft. Grease shaft with grease for plug serration of clutch disc - G 000 100- . – Move clutch disc back and forth, remove excess grease. – Check position of dowel sleeves on knocked out hub profile. – Check release bearing/slave cylinder and pressure plate, replace if necessary.
	◆ Lifting of pressure plate too low (wrong pressure plate installed).	– Assign pressure plate via the ⇒ Electronic catalogue of original parts .
	◆ Displacement of engine/gearbox too large (dowel sleeves missing), support panel of clutch plate bent through this.	<ul style="list-style-type: none"> – Insert dowel sleeves before gearbox has been fitted. – Check clutch disc and pressure plate for damage, if necessary replace.
	◆ Linings spalled off because of too high revs (shift back during too high speed).	– Replace clutch disc. Inform customer.
	◆ When starting, linings are spalled off through slipping for too long a time.	

Complaint	Fault description	Measure
Load change jolts when throttle is depressed and sudden reduction of the engine speed.	◆ Assembly bracket too soft.	Inform customer. Assign hanger via the ⇒ Electronic Catalogue of Original Parts replace if necessary.
	◆ Irregular engine running.	– Check engine setting, correct.
	◆ Clutch disc with predamper is built in against gear rattling.	– Inform customer.

Complaint	Fault description	Measure
	◆ Centre displacement of engine/gearbox.	– Test dowel sleeves, replace if necessary.

Complaint	Fault description	Measure
Clutch slips through, no or bad pre-drive.	◆ Wrong clutch disc, wrong pressure plate installed.	– Assign the clutch disc and pressure plate via the ⇒ Electronic catalogue of original parts .
	◆ Clutch disc is worn out, burnt, pressure plate overheated, scoring, pressure plate warped through incorrect assembly, contact pressure of the pressure plate too low, driving error, natural wear.	– Replace clutch disc. – Replace pressure plate. – Inform customer.
	◆ Clutch disc, pressure plate, flywheel oily. Shaft seals of engine or gearbox defective. Grease on the contact surface through excess greasing of the hub.	– Replace clutch disc. – Clean contact surfaces of pressure plate and flywheel. – Replace shaft seal, remove excess grease from the drive shaft.
	◆ Clutch disc installed the wrong way up.	– Correct installation, check clutch disc, replace if necessary.
	◆ Flywheel depth too large or excessive abrasion on the contact surface of the lining.	– Assign the sealing flange via the ⇒ electronic catalogue of original parts . – Inspect clutch disc, pressure plate, replace if necessary.
	◆ Slave cylinder leaking.	– Replace slave cylinder.

Complaint	Fault description	Measure
Clutch grabbing, unit shaking.	◆ Air in the system.	– Bleed system, check brake fluid level, check system for tightness. – Replace defective part.
	◆ Engine does not run clean.	– Check engine setting, correct.
	◆ Driving error, starting speed is too low.	– Inform customer.
	◆ Wrong clutch disc installed.	– Assign clutch disc via the ⇒ Electronic catalogue of original parts .
	◆ Assembly bearing too soft, knocked out.	– Assign the assembly bracket via the ⇒ Electronic catalogue of original parts .
	◆ Clutch lining, contact surface of pressure plate and flywheel oily (oil leakage from the clutch housing).	– Check radial shaft seal of the drive shaft for clutch or check crankshaft, if necessary replace. – Replace clutch disc, clean pressure plate and flywheel.

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Complaint	Fault description	Measure
	<ul style="list-style-type: none"> ◆ The contact surface of the pressure plate lifts off only unilaterally due to the tilted release bearing of the slave cylinder. ◆ Housing of the pressure plate warped when installed. Contact surface of the pressure plate lifts off only unilaterally. ◆ Drive shaft too heavily greased (traces of grease on the clutch disc, pressure plate and flywheel). 	<ul style="list-style-type: none"> – Check the contact surface of the clutch lining at the flywheel, check pressure plate and membrane spring, replace pressure plate if necessary. – Replace release bearing/slave cylinder. – Remove grease from pressure plate and flywheel, replace if damaged (traces of wear, traces of overheating, grooves). – Remove traces of grease from hub and shaft, grease shaft with grease for plug serration of clutch disc - G 000 100- . – Move clutch disc back and forth, remove excess grease.

Complaint	Fault description	Measure
Acoustic knock »klack« when coupling.	<ul style="list-style-type: none"> ◆ Carrier earth/drive shaft is accelerated with sudden coupling. The drive shaft serration of the pinions in mesh knocks; for clutch discs with predamper the noise increases as the predamper reaches the stop. 	<ul style="list-style-type: none"> – Inform customer.

Complaint	Fault description	Measure
Noise when gearbox in neutral position.	<ul style="list-style-type: none"> ◆ Torsional damper spring broken. 	<ul style="list-style-type: none"> – Replace clutch disc.
	<ul style="list-style-type: none"> ◆ Clutch disc without predamper installed (idle rattling). 	<ul style="list-style-type: none"> – Assign clutch disc via the ⇒ Electronic catalogue of original parts
	<ul style="list-style-type: none"> ◆ Pressure plate warped, broken, imbalance. 	<ul style="list-style-type: none"> – Replace pressure plate.
	<ul style="list-style-type: none"> ◆ Irregular engine running. 	<ul style="list-style-type: none"> – Check engine setting, correct if necessary.
	<ul style="list-style-type: none"> ◆ Displacement of engine/gearbox too large (dowel sleeves missing). 	<ul style="list-style-type: none"> – Insert dowel sleeves before gearbox has been fitted.
	<ul style="list-style-type: none"> ◆ Intermediate plate grinds at flywheel. 	<ul style="list-style-type: none"> – Insert intermediate plate on sealing flange and push onto the dowel sleeves.

34 – Controls, housing

1 Repairing shift mechanism

Fitting location of shift mechanism ⇒ [page 112](#) .

Summary of components (Octavia II) ⇒ [page 113](#) .

Summary of components (Octavia III) ⇒ [page 114](#) .

Summary of components (Superb II) ⇒ [page 115](#) .

Summary of components (Yeti) ⇒ [page 116](#) .

Summary of components - gearshift knob with shift lever collar (Octavia II) ⇒ [page 117](#) .

Summary of components - gearshift knob with shift lever collar (Octavia III) ⇒ [page 118](#) .

Summary of components - gearshift knob with shift lever collar (Superb II) ⇒ [page 119](#) .

Summary of components - Gearshift knob with shift lever collar (Yeti) ⇒ [page 120](#) .

Removing and installing gearshift knob with shift lever collar (Octavia II) ⇒ [page 120](#) .

Removing and installing gearshift knob with shift lever collar (Octavia III) ⇒ [page 121](#) .

Remove and install gearshift knob and shift lever collar (Superb II) ⇒ [page 121](#) .

Removing and installing gearshift knob with shift lever collar (Yeti) ⇒ [page 122](#) .

Summary of components - Gearshift mechanism (Octavia II up to 10/06) ⇒ [page 123](#) .

Summary of components - Gearshift mechanism (Octavia II as of 11/06) ⇒ [page 126](#) .

Summary of components - Gearshift mechanism (Octavia III) ⇒ [page 128](#) .

Summary of components - Gearshift mechanism (Superb II) ⇒ [page 130](#) .

Summary of components - Gearshift mechanism (Yeti) ⇒ [page 132](#) .

Disassembling and assembling the gearshift mechanism (as of 11/06) ⇒ [page 134](#) .

Summary of components - Control cables (Octavia II) ⇒ [page 138](#) .

Summary of components - Control cables (Octavia III) ⇒ [page 141](#) .

Summary of components - Control cables (Superb II) ⇒ [page 144](#) .

Summary of components - Control cables (Yeti) ⇒ [page 149](#) .

Plastic relay lever ⇒ [page 153](#) .

Remove and install shift mechanism (Octavia II) ⇒ [page 154](#) .

Remove and install shift mechanism (Octavia III) ⇒ [page 158](#) .

Remove and install shift mechanism (Superb II) ⇒ [page 162](#) .



Remove and install shift mechanism (Yeti) ⇒ [page 166](#) .

Remove and install shift mechanism and selector cable (Octavia II) ⇒ [page 171](#) .

Remove and install shift mechanism and selector cable (Octavia III) ⇒ [page 173](#) .

Remove and install shift mechanism and selector cable (Superb II) ⇒ [page 175](#) .

Remove and install shift cable and selector cable (Yeti) ⇒ [page 176](#) .

Setting the shift mechanism ⇒ [page 178](#) .

1.1 Fitting location of shift mechanism

-Arrow A- Shift movement

-Arrow B- Selector movement

A - Shift cable

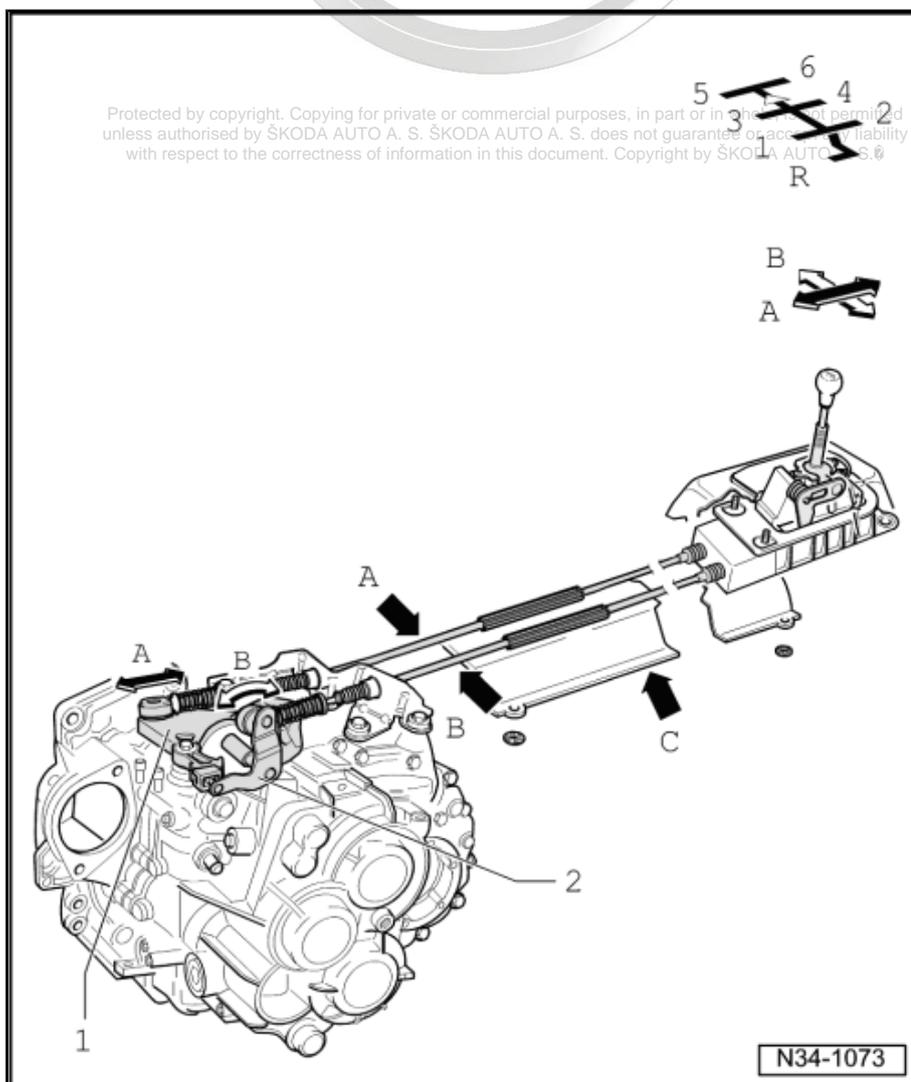
B - Selector cable

C - Heat shield

- take off before removing the shift mechanism

1 - Gearshift lever

2 - Reversing lever



1.2 Summary of components (Octavia II)

Note

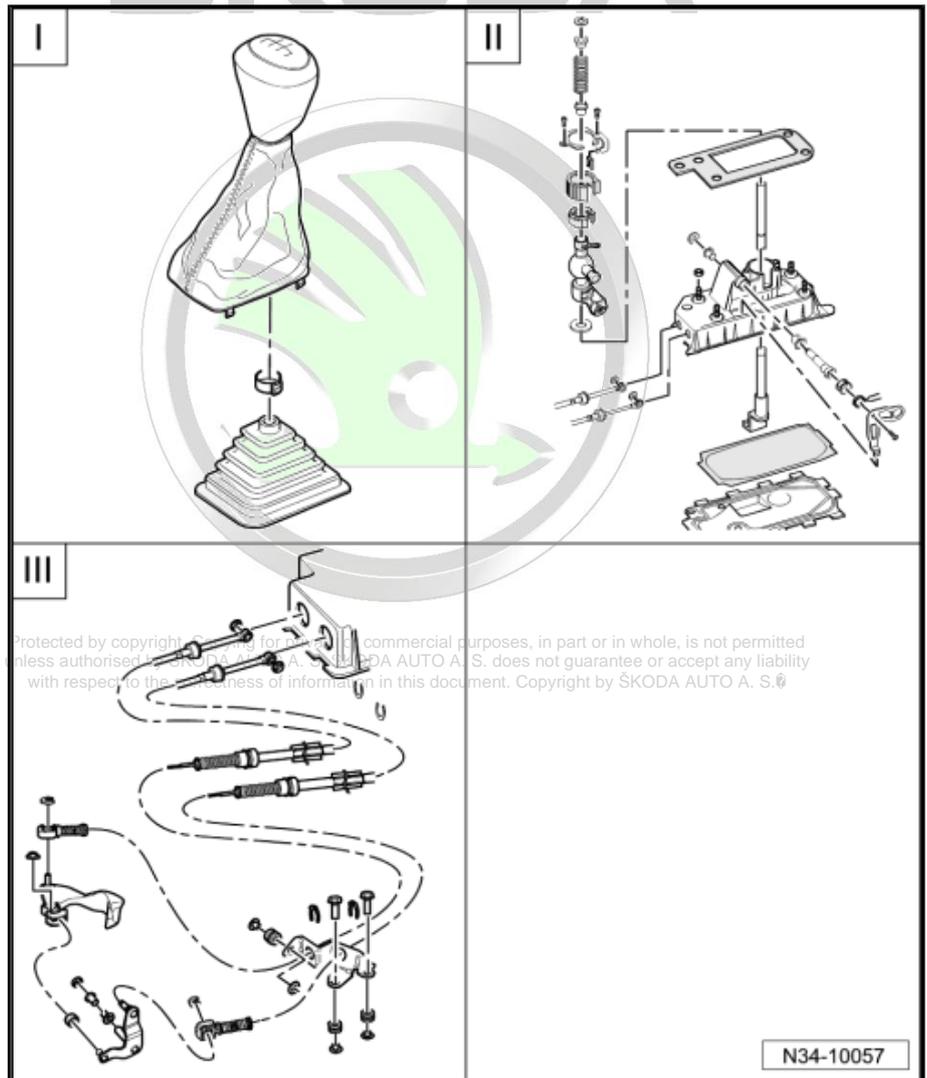
- ◆ After the battery earth strap is disconnected and connected, carry out additional operations ⇒ *Electrical System; Rep. gr. 27.*
- ◆ Remove shift mechanism for replacing control cables ⇒ [page 154](#).
- ◆ Do not kink the control cables.

I - Summary of components - Gearshift knob with shift lever collar ⇒ [page 117](#).

II - Summary of components - Gearshift mechanism (up to 10.06) ⇒ [page 123](#).

II - Summary of components - Gearshift mechanism (as of 11.06) ⇒ [page 126](#).

III - Summary of components - Control cables ⇒ [page 138](#).





1.3 Summary of components (Octavia III)



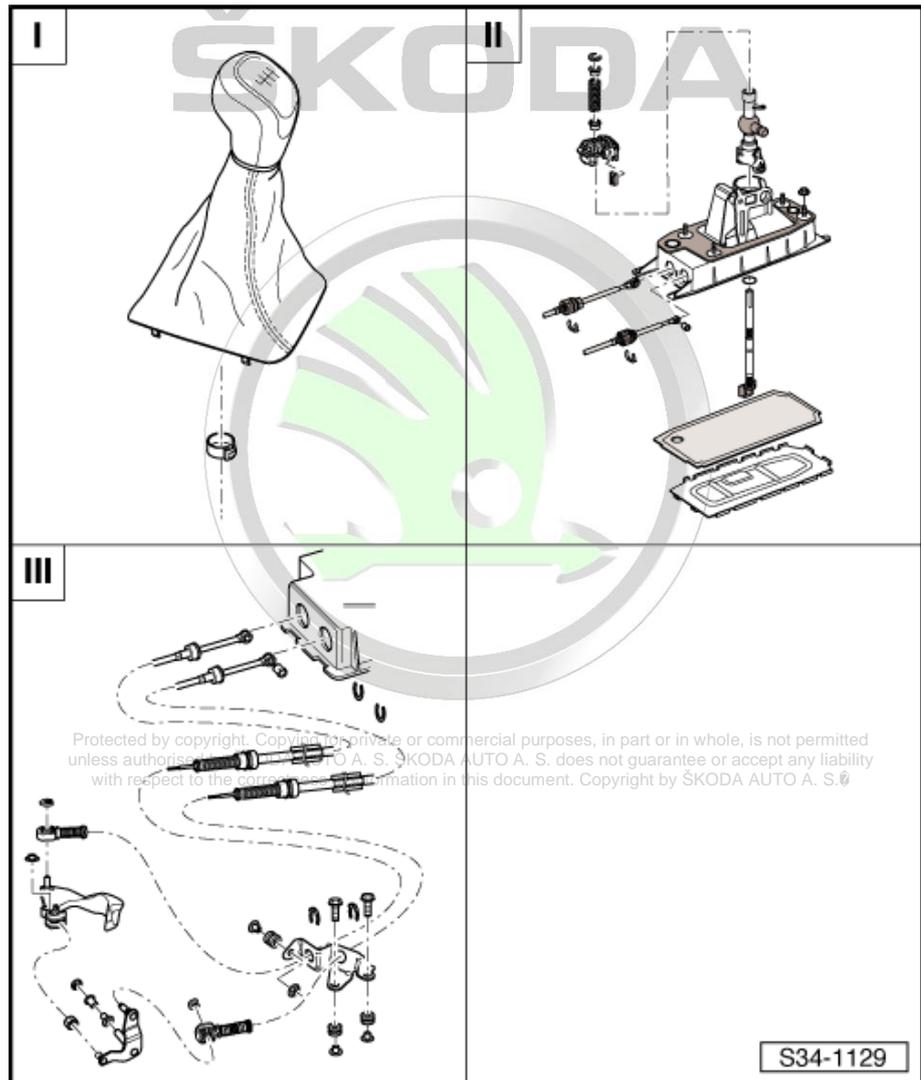
Note

- ◆ After the battery earth strap is disconnected and connected, carry out additional operations ⇒ *Electrical System* ⇒ *Rep. gr. 27*.
- ◆ Remove shift mechanism for replacing control cables ⇒ [page 162](#).
- ◆ Do not kink the control cables.

I - Summary of components -
Gearshift knob with shift lever
collar ⇒ [page 118](#).

II - Summary of components -
Gearshift mechanism
⇒ [page 128](#).

III - Summary of components -
Control cables ⇒ [page 141](#).



1.4 Summary of components (Superb II)

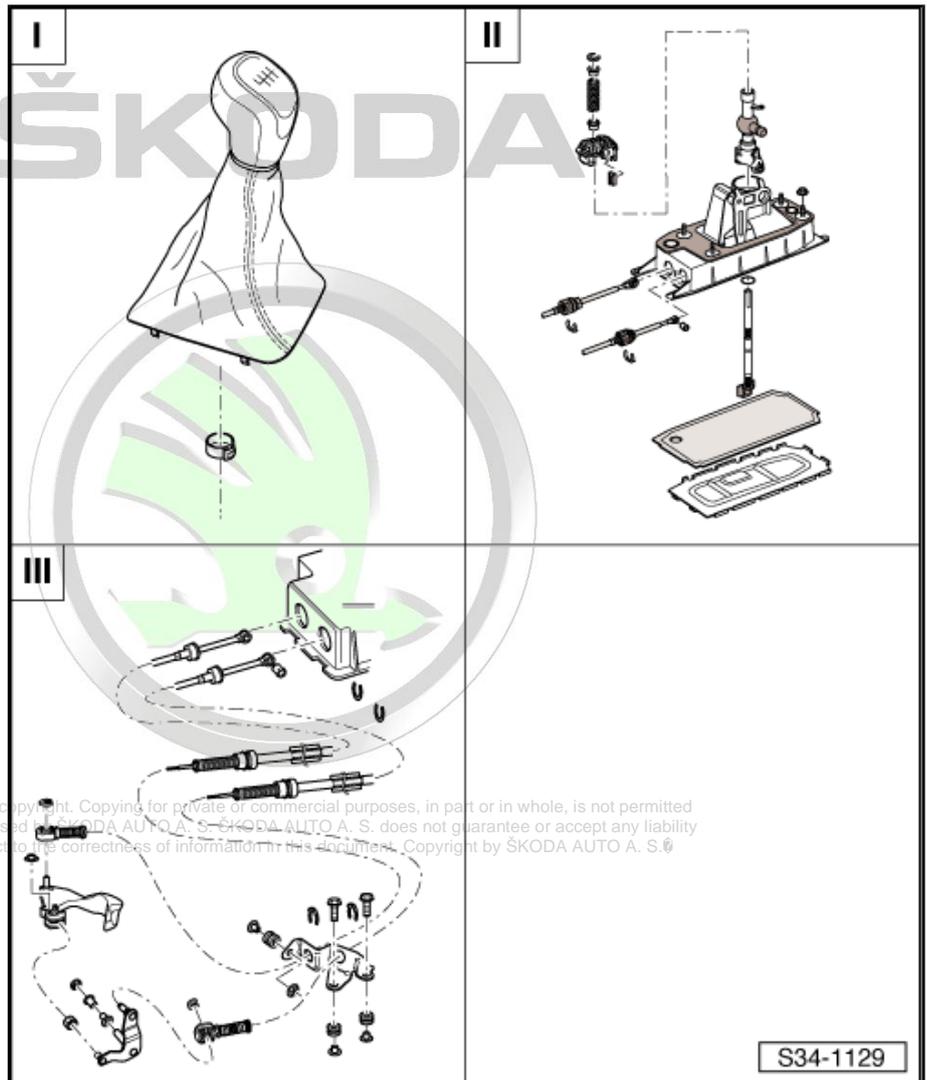
Note

- ◆ After the battery earth strap is disconnected and connected, carry out additional operations ⇒ *Electrical System* ⇒ *Rep. gr. 27* .
- ◆ Remove shift mechanism for replacing control cables ⇒ [page 162](#) .
- ◆ Do not kink the control cables.

I - Summary of components -
Gearshift knob with shift lever
collar ⇒ [page 119](#) .

II - Summary of components -
Gearshift mechanism
⇒ [page 130](#) .

III - Summary of components -
Control cables ⇒ [page 144](#) .





1.5 Summary of components (Yeti)



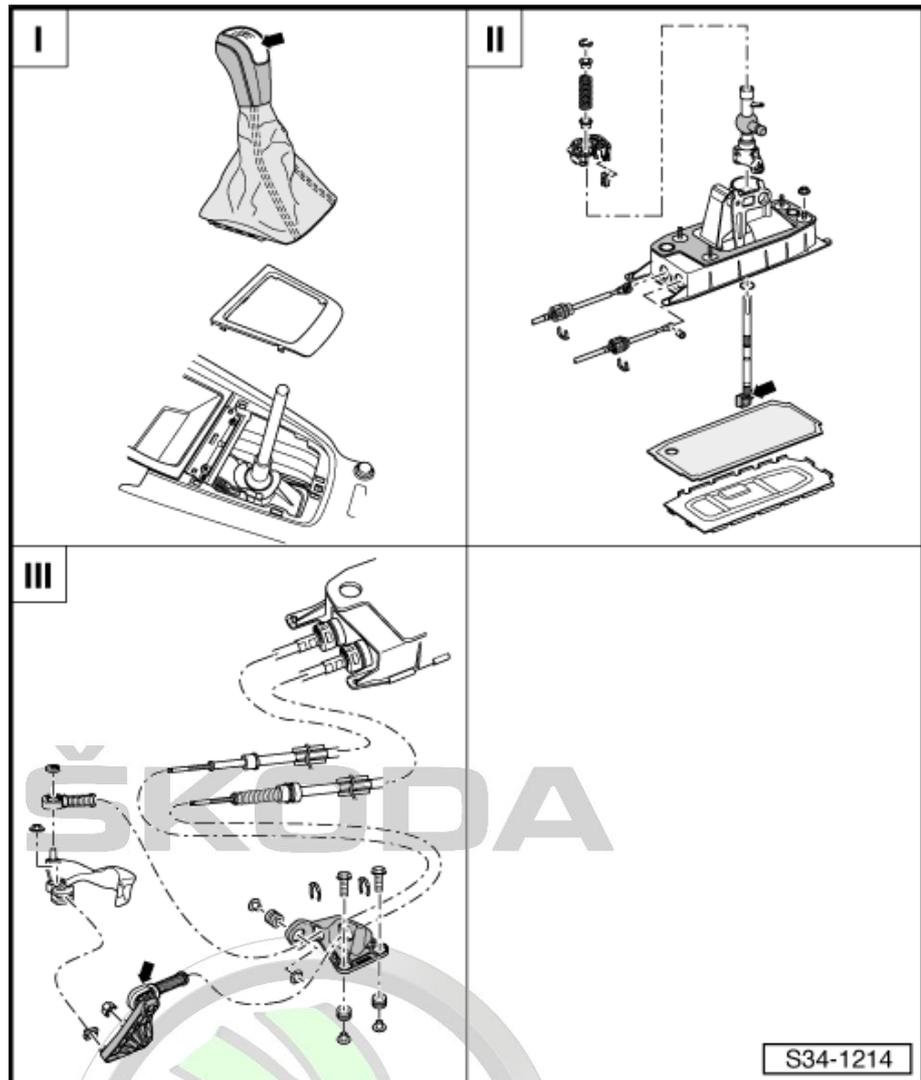
Note

- ◆ After the battery earth strap is disconnected and connected, carry out additional operations ⇒ *Electrical System; Rep. gr. 27*.
- ◆ Remove shift mechanism for replacing control cables ⇒ [page 132](#).
- ◆ Do not kink the control cables.

I - Summary of components - gearshift knob with shift lever collar and cover ⇒ [page 120](#).

II - Summary of components - Gearshift mechanism ⇒ [page 132](#).

III - Summary of components - Control cables ⇒ [page 149](#).



1.6 Summary of components - gearshift knob with shift lever collar (Octavia II)

1 - Gearshift knob

- with collar
- The gearshift knob and collar can be separated from each other on certain vehicles:
- ◆ for the removal, carefully press off the warm-type clamp using a screwdriver
- ◆ for the installation, press the warm-type clamp onto the gearshift knob/collar and lock in place
- Plaque of gearshift lever can only be separated from the gearshift knob e.g. with a screwdriver
- Assignment ⇒ Electronic Catalogue of Original Parts
- removing and installing ⇒ [page 120](#)

2 - Collar

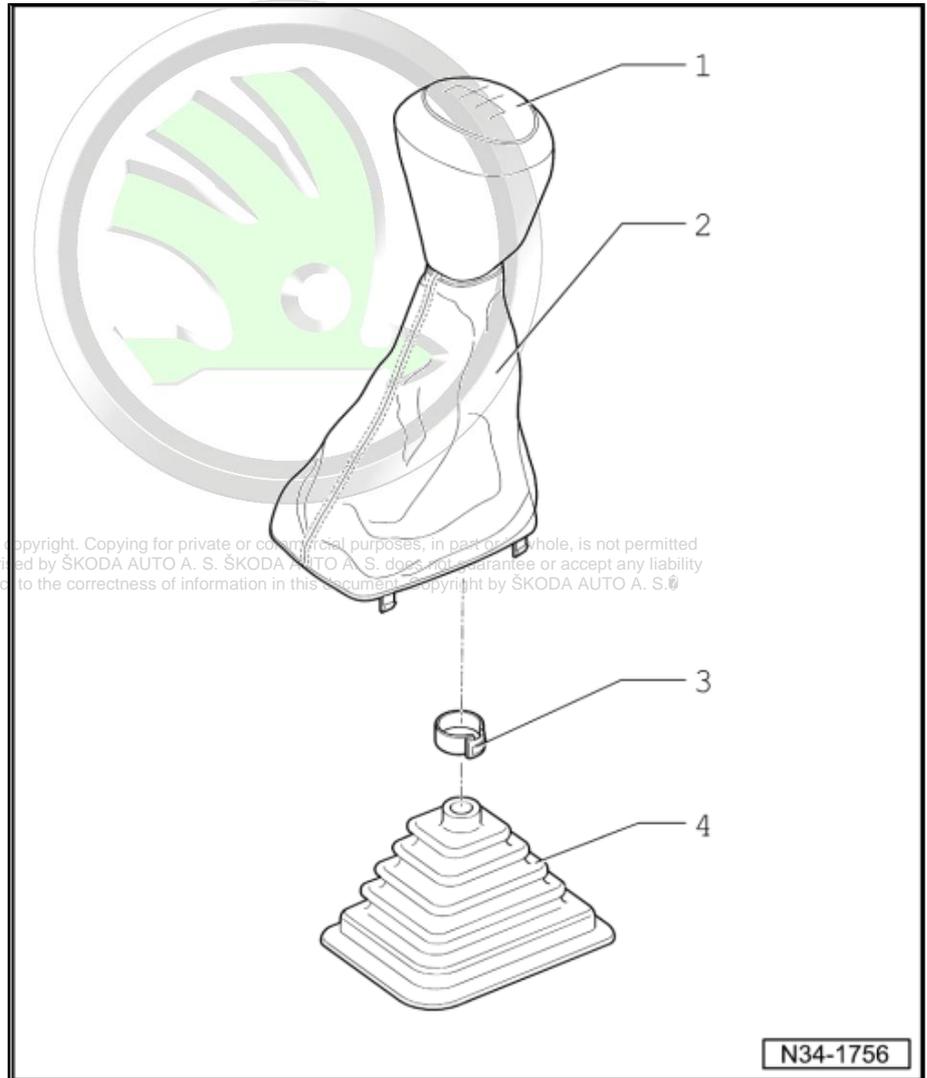
- can be separated from the gearshift knob on certain vehicles
- Assignment ⇒ Electronic Catalogue of Original Parts

3 - Open warm-type clamp

- for securing the gearshift knob to the gearshift lever
- always replace ⇒ Electronic Catalogue of Original Parts

4 - Noise insulation

- not fitted to all vehicles
- Catch pegs are positioned at different distances
- therefore can only be inserted in one position





1.7 Summary of components - gearshift knob with shift lever collar (Octavia III)

1 - Gearshift knob

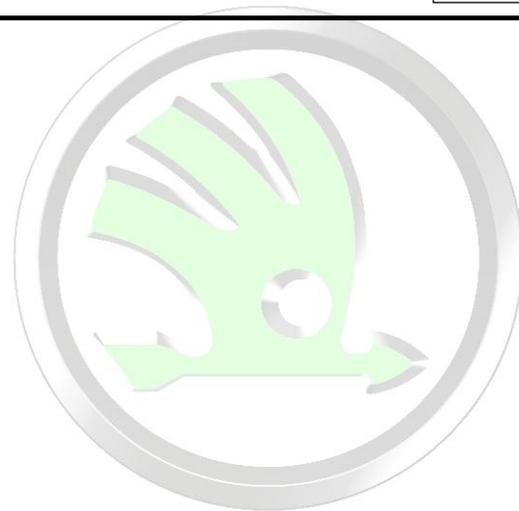
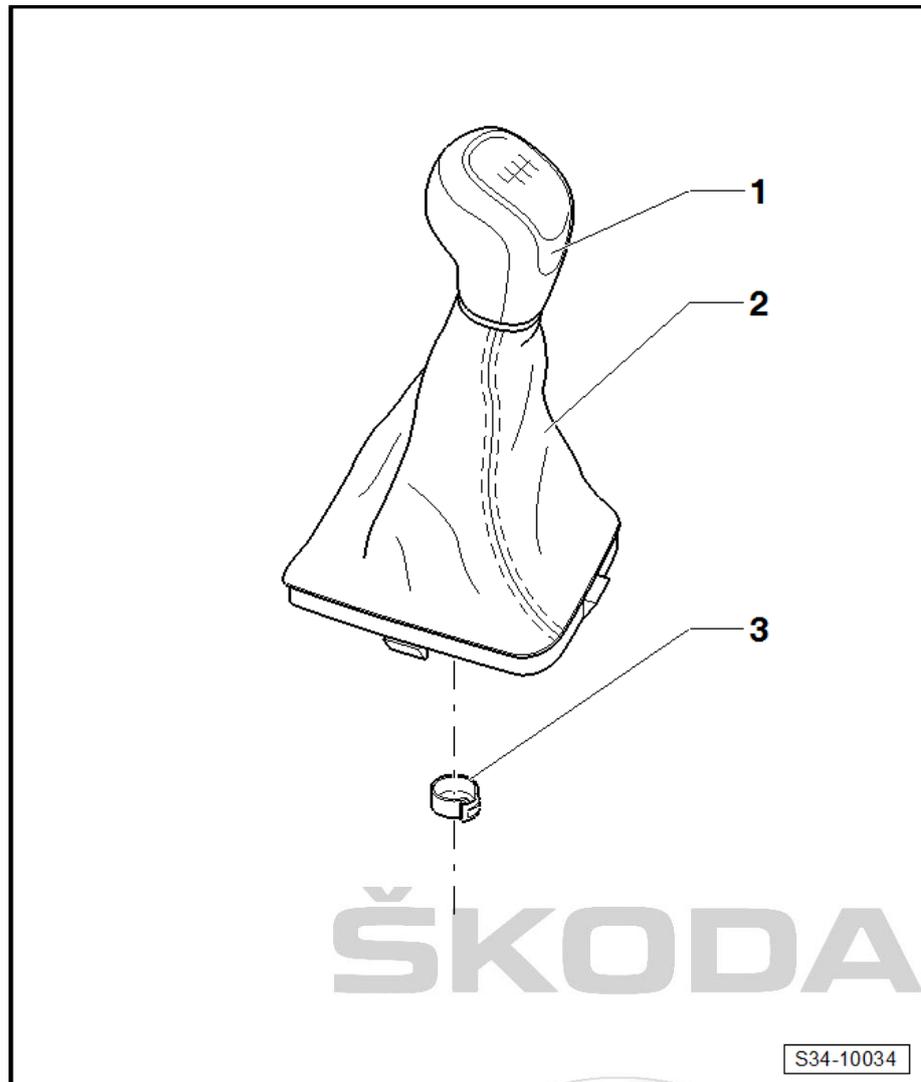
- with collar
- the gearshift knob and collar cannot be separated
- removing and installing
⇒ [page 121](#)
- Plaque of gearshift lever can only be separated from the gearshift knob e.g. with a screwdriver
- Assignment ⇒ Electronic Catalogue of Original Parts
- always replace together
⇒ Electronic Catalogue of Original Parts

2 - Collar

- with frame

3 - Open warm-type clamp

- for securing the gearshift knob to the gearshift lever
- always replace ⇒ Electronic Catalogue of Original Parts



1.8 Summary of components - gearshift knob with shift lever collar (Superb II)

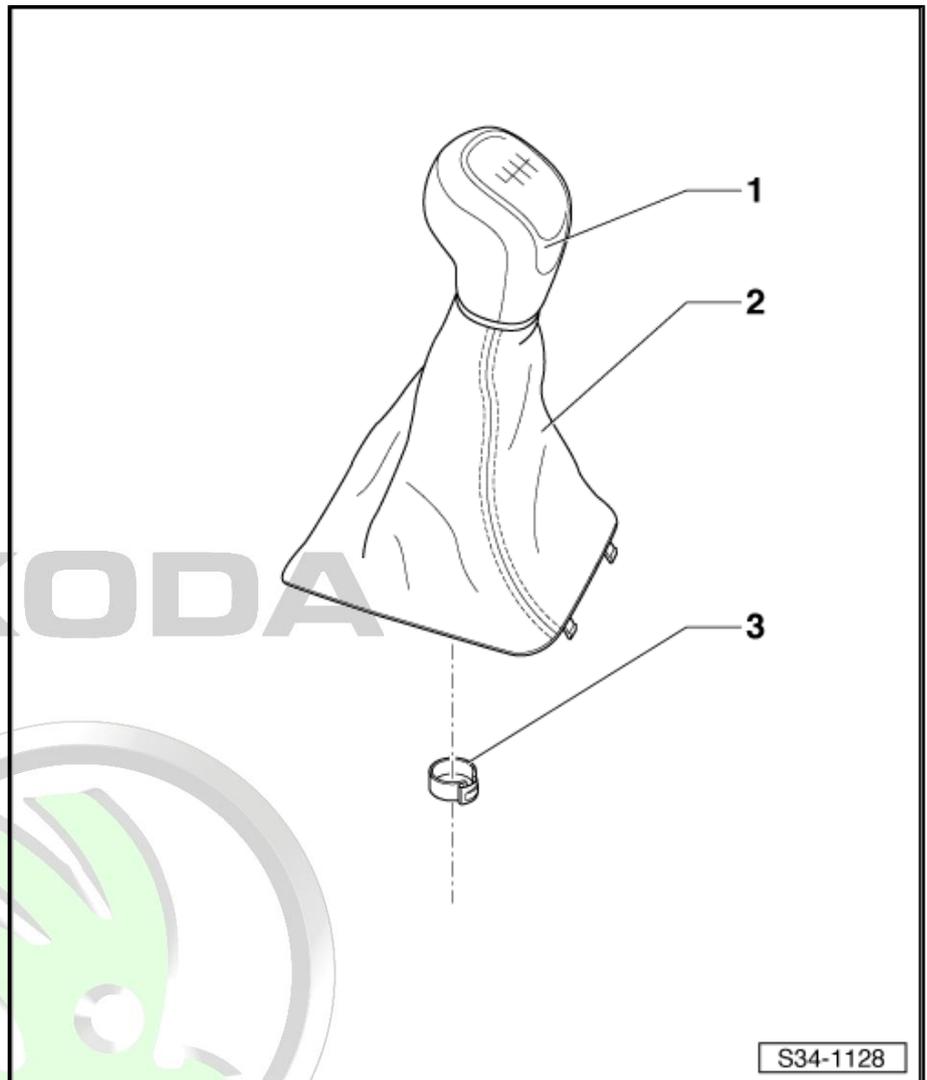
1 - Gearshift knob

- with collar
- the gearshift knob and collar cannot be separated
- Plaque of gearshift lever can only be separated from the gearshift knob e.g. with a screwdriver
- removing and installing ⇒ [page 121](#)
- Assignment ⇒ Electronic Catalogue of Original Parts
- always replace together ⇒ Electronic Catalogue of Original Parts

2 - Collar

3 - Open warm-type clamp

- for securing the gearshift knob to the gearshift lever
- always replace ⇒ Electronic Catalogue of Original Parts





1.9 Summary of components - Gearshift knob with shift lever collar (Yeti)

1 - Gearshift knob

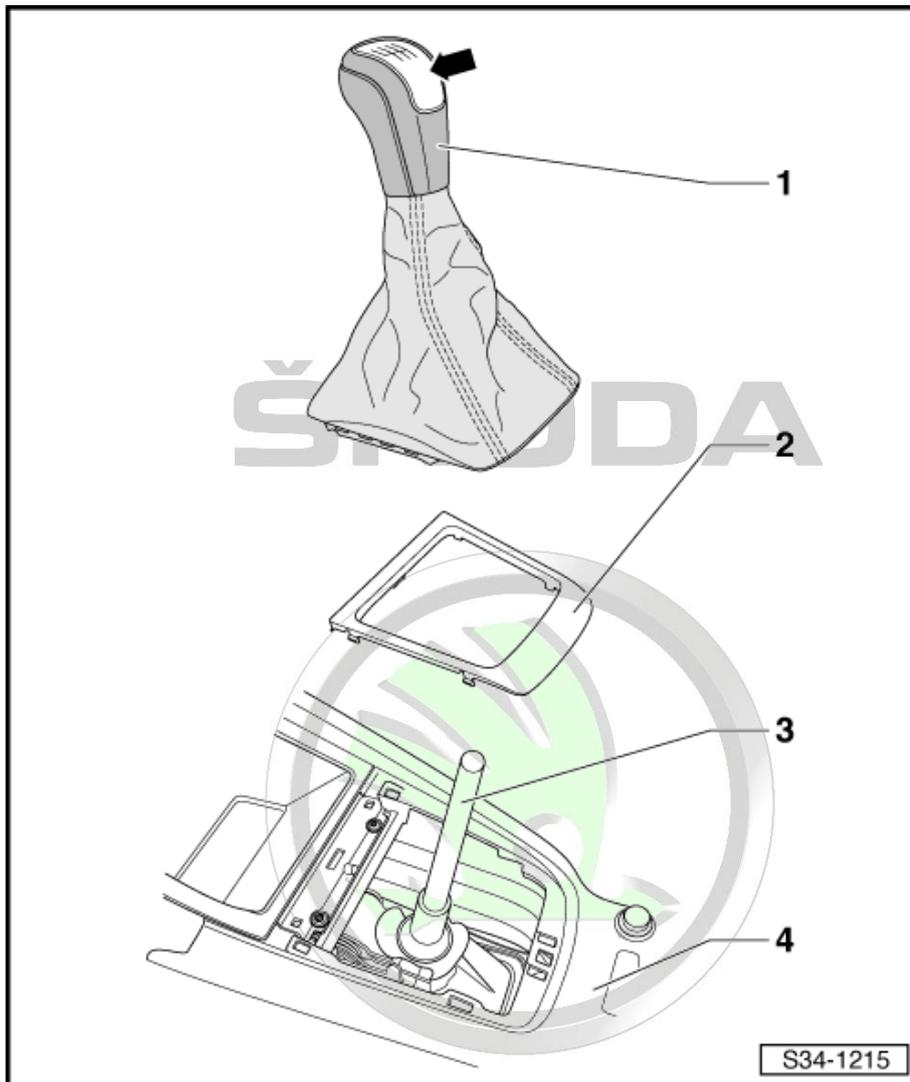
- with collar
- the gearshift knob and collar cannot be separated
- Plaque -arrow- of gearshift lever can be separated from the gearshift knob e.g. with a screwdriver
- always replace together
⇒ Electronic Catalogue of Original Parts
- Assignment ⇒ Electronic Catalogue of Original Parts
- removing and installing
⇒ [page 122](#)

2 - Cover

- for centre console
- lever off from the centre console with the release tool - T30098-

3 - Shift lever

4 - Centre console



S34-1215

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1.10 Removing and installing gearshift knob with shift lever collar (Octavia II)

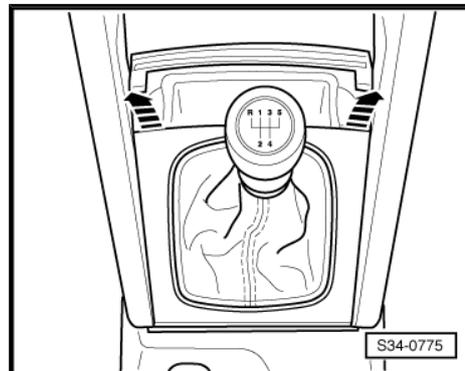
- Lever the collar upwards and out of centre console surround -arrows-.



Note

To do so, the release tool - T30098- can be used.

- Pull the collar upwards over the gearshift knob.



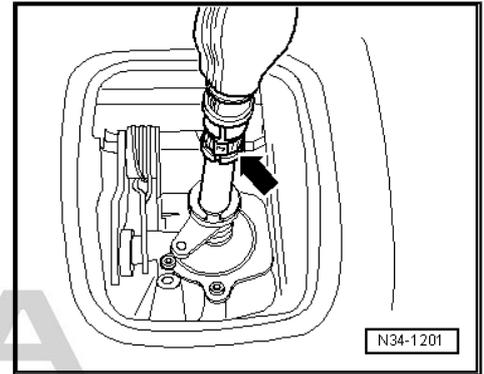
S34-0775

- Open clamp -arrow- and pull off gearshift knob together with the collar.

Install

- Turn collar inside out.
- Insert gearshift knob and collar and compress new collar clamp -arrow-.

When inserting the gearshift knob on the shift lever the gearshift knob must lock into the round slot of the gearshift lever.



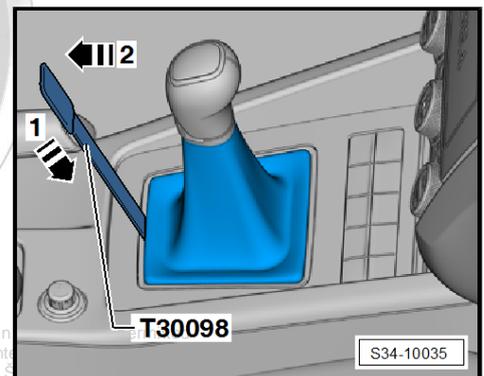
1.11 Removing and installing gearshift knob with shift lever collar (Octavia III)

Special tools and workshop equipment required

- ◆ Release tool - T30098-
- ◆ Hose strap pliers , e.g. -V.A.G 1275-

Removing

- Push the unlocking tool - T30098- into the gap in the rear centre between decorative frame and control lever sleeve -arrow 1-.
- Use the unlocking tool - T30098- to lever the control lever the control lever sleeve carefully out of the centre console -arrow 2-.
- Pull gaiter upwards, inside out over gear knob.



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- Open clamp -arrow- and pull off gearshift knob together with the collar.

Install

Installation is performed in the reverse order, while paying attention to the following:

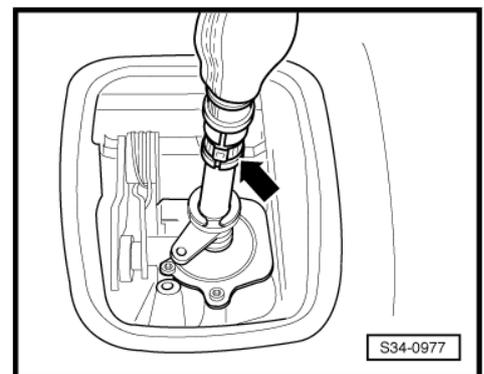
- Press the gearshift knob together with the collar as far as the stop onto the shift lever.



Note

When inserting the gearshift knob on the shift lever the gearshift knob must lock into the round slot of the gearshift lever.

- Attach gearshift knob with new clamp -arrow- onto gearshift lever using hose binding claw .



1.12 Removing and installing gearshift knob and shift lever collar (Superb II)

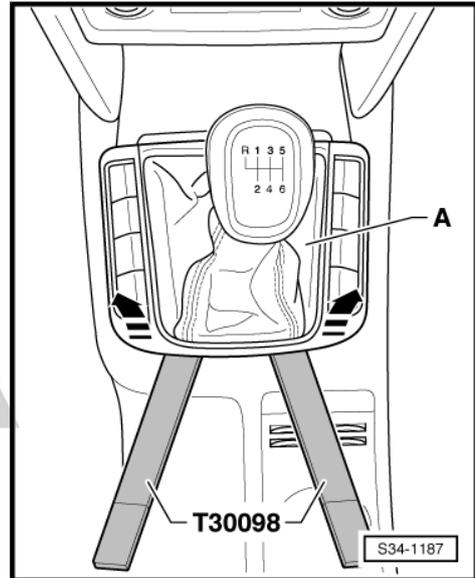
Special tools and workshop equipment required

- ◆ Release tool - T30098-



- Lever the collar -A- upwards and out of the centre console surround using the release tool - T30098- -arrows-.
- Pull the collar upwards over the gearshift knob.

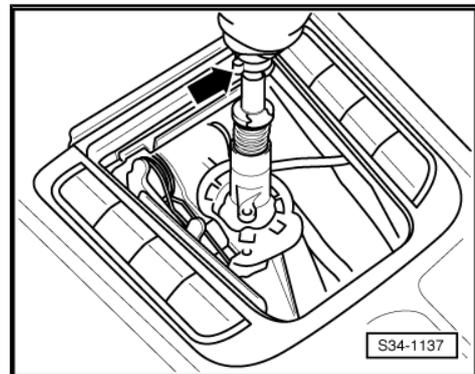
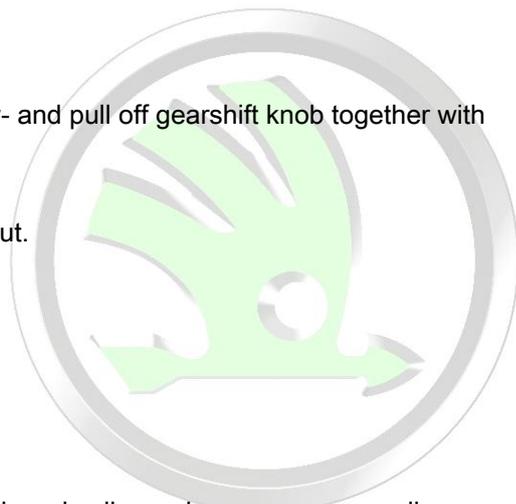
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- Open clamp -arrow- and pull off gearshift knob together with the collar.

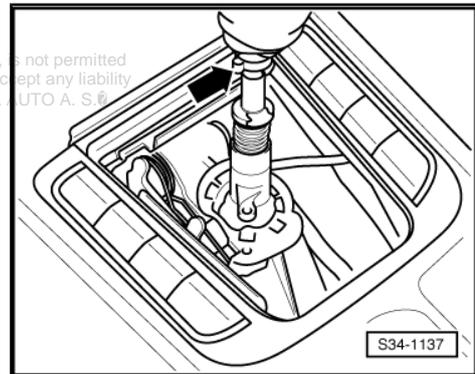
Install

- Turn collar inside out.



- Insert gearshift knob and collar and compress new collar clamp -arrow-.

When inserting the gearshift knob on the shift lever the gearshift knob must lock into the round slot of the gearshift lever.

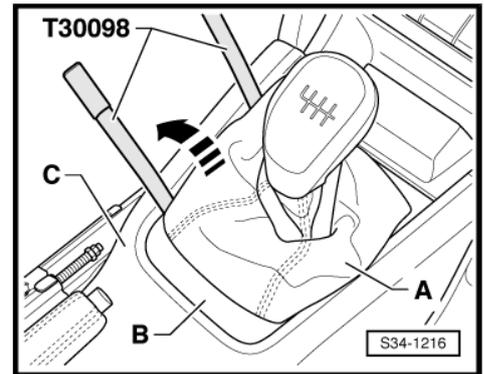


1.13 Removing and installing gearshift knob with shift lever collar (Yeti)

Special tools and workshop equipment required

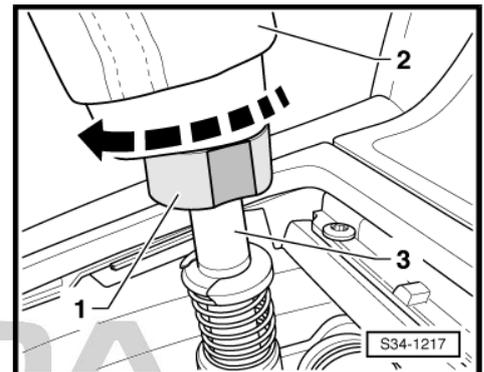
- ◆ Release tool - T30098-

- Lever the collar -A- together with the surround -B- off the centre console -C- using the release tool - T30098-
-direction of arrow-.
- Pull the collar upwards over the gearshift knob.

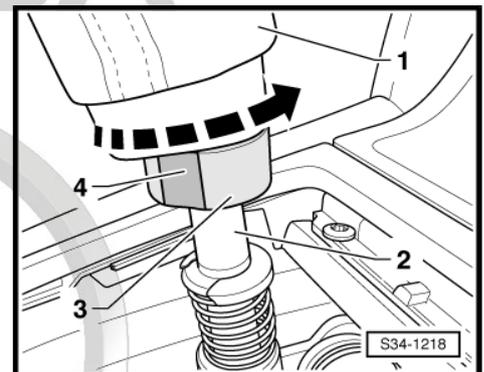


- Turn locking mechanism -1- by 45° to the right
-direction of arrow-.
- Pull off the gearshift knob together with the collar -2- from the shift lever -3-.

Install



- Turn collar -1- inside out.
- Push the gearshift knob together with the collar -1- as far as the stop onto the shift lever -2-.
- Turn locking mechanism -1- by 45° to the left
-direction of arrow-. While doing so, the surface -4- must point to the driver or front passenger seat.



1.14 Summary of components - Gearshift mechanism (Octavia II up to 10.06)

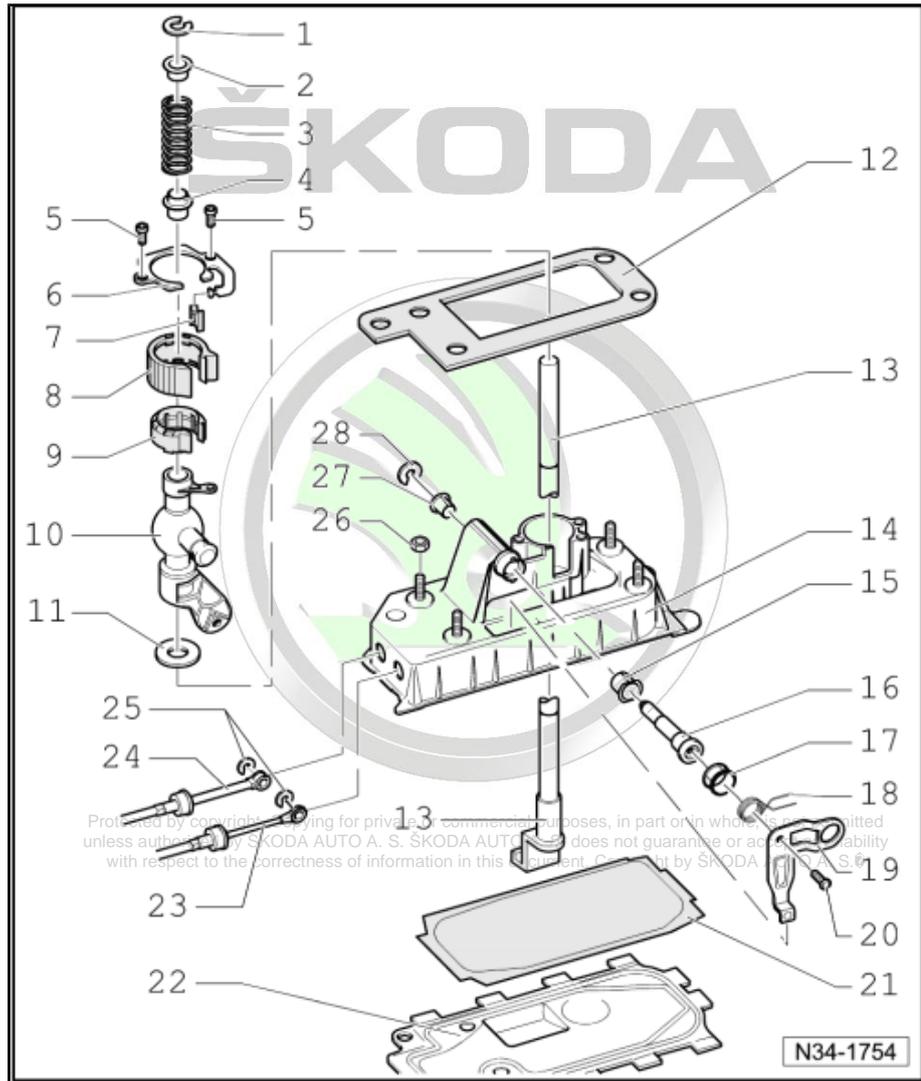
Note

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

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- 1 - Lock washer**
 - removing and installing ⇒ [page 125](#)
- 2 - Bushing**
- 3 - Spring**
- 4 - Bushing**
- 5 - 5 Nm**
- 6 - Cover**
- 7 - Damping**
- 8 - Damping**
- 9 - Bearing shell**
- 10 - Shift lever guide**
- 11 - Insulating washer**
- 12 - Gasket**
 - between shift housing and underbody
 - self-adhesive
 - stick onto shift housing
- 13 - Shift lever**
- 14 - Shift housing**
- 15 - Bushing**
- 16 - Bearing bolt**
- 17 - Guide bushing**
- 18 - Spring**
 - installing ⇒ [page 125](#)
- 19 - Selector angle plate**
- 20 - 5 Nm**
- 21 - Gasket**
 - always replace ⇒ Electronic Catalogue of Original Parts
- 22 - Floor plate**
 - bend up tabs for removing
 - always replace ⇒ Electronic Catalogue of Original Parts
- 23 - Selector cable**
 - removing and installing ⇒ [page 171](#)
 - detaching and attaching at selector angle plate ⇒ [page 125](#)
- 24 - Shift cable**
 - removing and installing ⇒ [page 171](#)
 - remove from the shift lever guide pos. 10 ⇒ [page 125](#)
- 25 - Lock washer**
 - always replace ⇒ Electronic Catalogue of Original Parts
- 26 - 8 Nm**
 - 4 pieces
- 27 - Bushing**
 - fits in one position only



28 - Lock washer

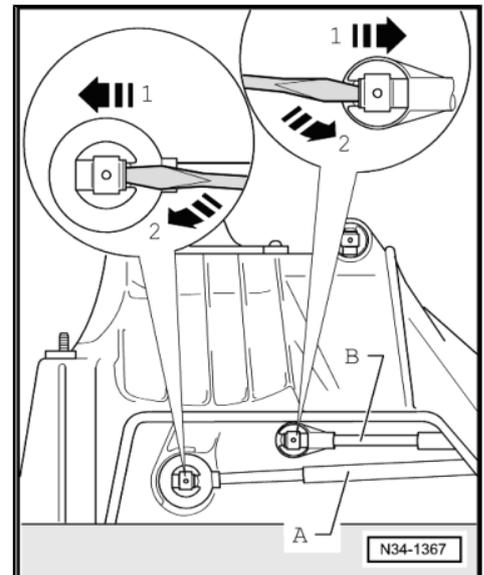
- always replace ⇒ Electronic Catalogue of Original Parts

Detaching and attaching selector cable and shift cable

- Remove lock washer from shift cable -A- and selector cable -B-.

To do so lift the tab with a screwdriver -arrow 1- and press off lock washer -arrow 2-.

- Remove shift cable -A- from the support of the gearshift lever.
- Remove selector cable -B- from the support of the selector angle plate.



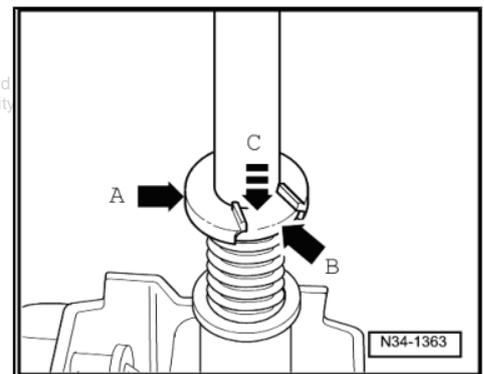
Removing and installing lock washer

- To remove and install the circlip -arrow A- press bushing -arrow B- with a screwdriver up to the stop in the direction of the arrow -arrow C- and remove circlip.



Note

- ◆ Do not twist bushing when pressing down.
- ◆ Mounting slot in shift lever for lock washer must be visible.
- ◆ Release spring carefully.



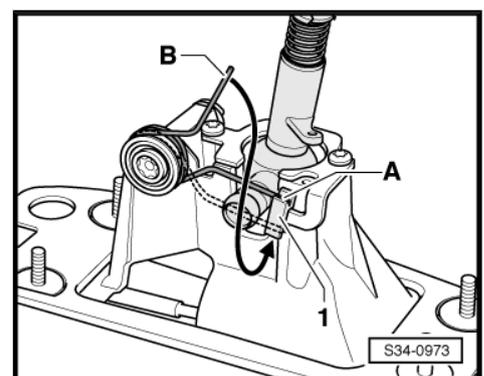
Install pressure spring

- Insert the clamp -A- of the pressure spring from the top into the guide -1-.
- Press the clamp -B- of the pressure spring downwards and insert from the bottom into the guide.



Note

The illustration shows without the removed selector angle plate.





1.15 Summary of components - Gearshift mechanism (Octavia II as of 11.06)



Note

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

1 - Floor plate

- bend up tabs for removing
- always replace ⇒ Electronic Catalogue of Original Parts

2 - Gasket

- always replace ⇒ Electronic Catalogue of Original Parts

3 - Shift lever

- can be installed or removed with the shift lever guide pos. 15 mounted

4 - Insulating washer

- push up to the stop -arrow- onto the shift lever

5 - Lock washer

- do not damage cables when removing
- always replace ⇒ Electronic Catalogue of Original Parts

6 - Selector cable

- lever off from selector angle plate
- press onto the selector angle plate within the shift mechanism
- removing and installing ⇒ [page 171](#)

- Fitting position ⇒ [page 112](#)

- adjust ⇒ [page 178](#)

7 - Bush for selector cable

8 - Shift cable

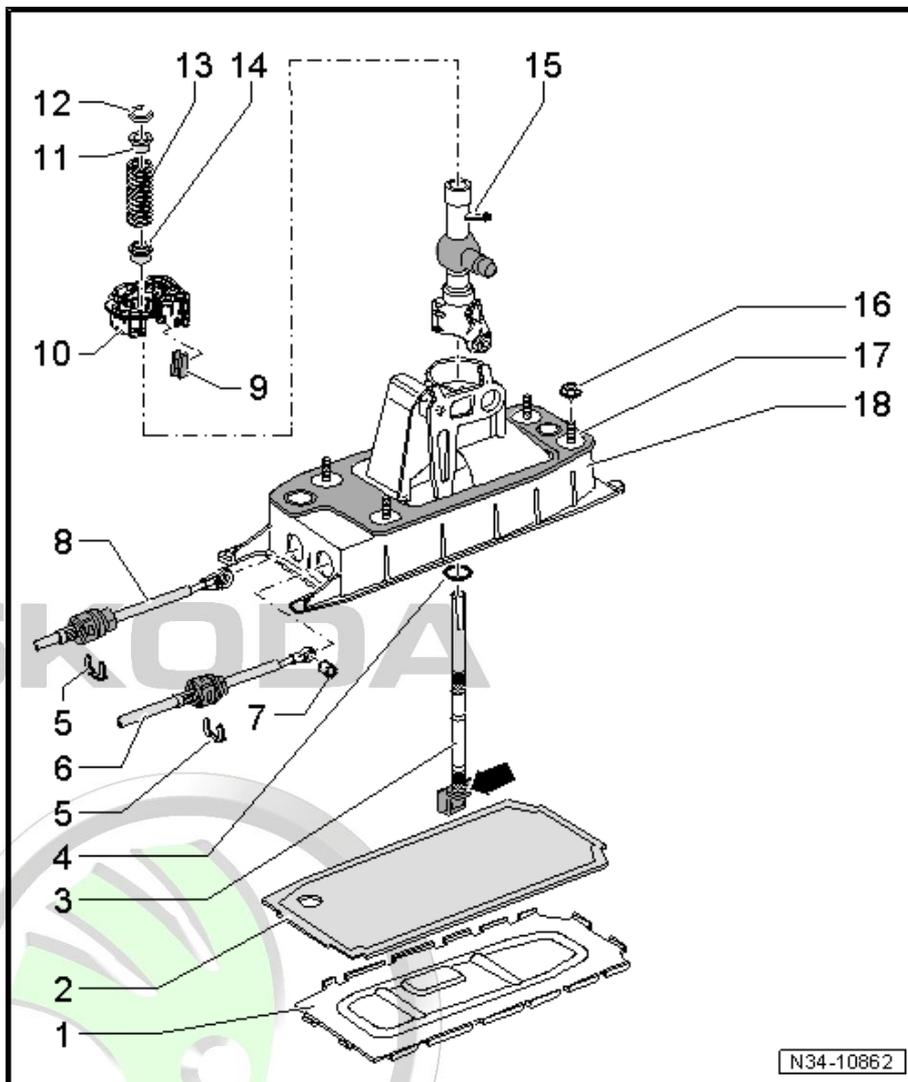
- lever off from the shift lever guide
- press onto the shift lever guide within the shift mechanism
- removing and installing ⇒ [page 171](#)
- Fitting position ⇒ [page 112](#)
- adjust ⇒ [page 178](#)

9 - Damping

- removing and installing ⇒ [page 127](#)

10 - Bearing shell

- is damaged when removing



N34-10862

- ❑ always replace ⇒ Electronic Catalogue of Original Parts

11 - Bushing

12 - Lock washer

- ❑ removing and installing ⇒ [page 127](#)

13 - Spring

- ❑ removing and installing ⇒ [page 127](#)

14 - Bushing

15 - Shift lever guide

16 - Nut

- ❑ M8 = 25 Nm
- ❑ M6 = 8 Nm
- ❑ 4 pieces

17 - Gasket

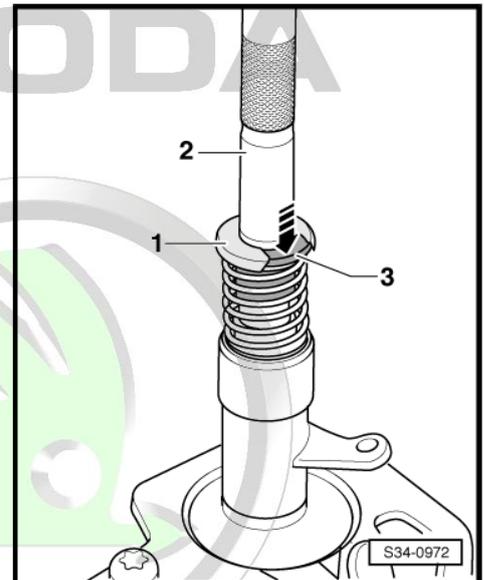
- ❑ between shift housing and underbody
- ❑ self-adhesive
- ❑ stick onto shift housing

18 - Shift housing

- ❑ with pressure spring and selector angle
- ❑ Pressure spring and selector angle cannot be removed

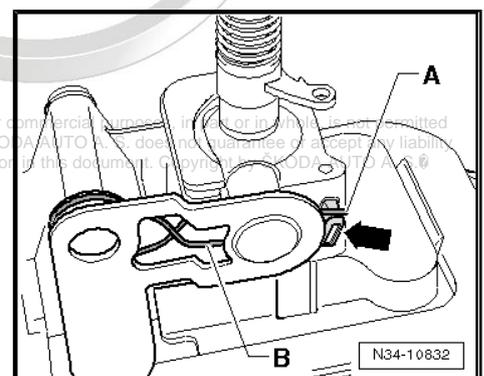
Removing and installing lock washer

- Hold the gearshift lever -2-.
- Press the bushing -3- in the direction of the arrow.
- Remove lock washer -1-.



Removing and installing damping -arrow-

- Press the pressure spring leg -A- to the left until it is located next to the damping -arrow-.
- Press the shift lever to the lift and pull off the damping.
- After installing the damping, the pressure spring legs -A- and -B- must rest on the damping -arrow-.





1.16 Summary of components - Gearshift mechanism (Octavia III)



Note

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

1 - Floor plate

- bend up tabs for removing
- always replace ⇒ Electronic Catalogue of Original Parts

2 - Gasket

- always replace ⇒ Electronic Catalogue of Original Parts

3 - Shift lever

- can also be installed or removed with the shift lever guide pos. 15 mounted

4 - Insulating washer

- push up to the stop-arrow- onto the shift lever

5 - Lock washer

- Do not damage cables when removing
- always replace ⇒ Electronic Catalogue of Original Parts

6 - Selector cable

- Lever off gate selector lever
- Press onto gate selector lever inside selector mechanism
- removing and installing ⇒ [page 171](#)
- Fitting position ⇒ [page 112](#)
- adjust ⇒ [page 178](#)

7 - Bush for selector cable

8 - Shift cable

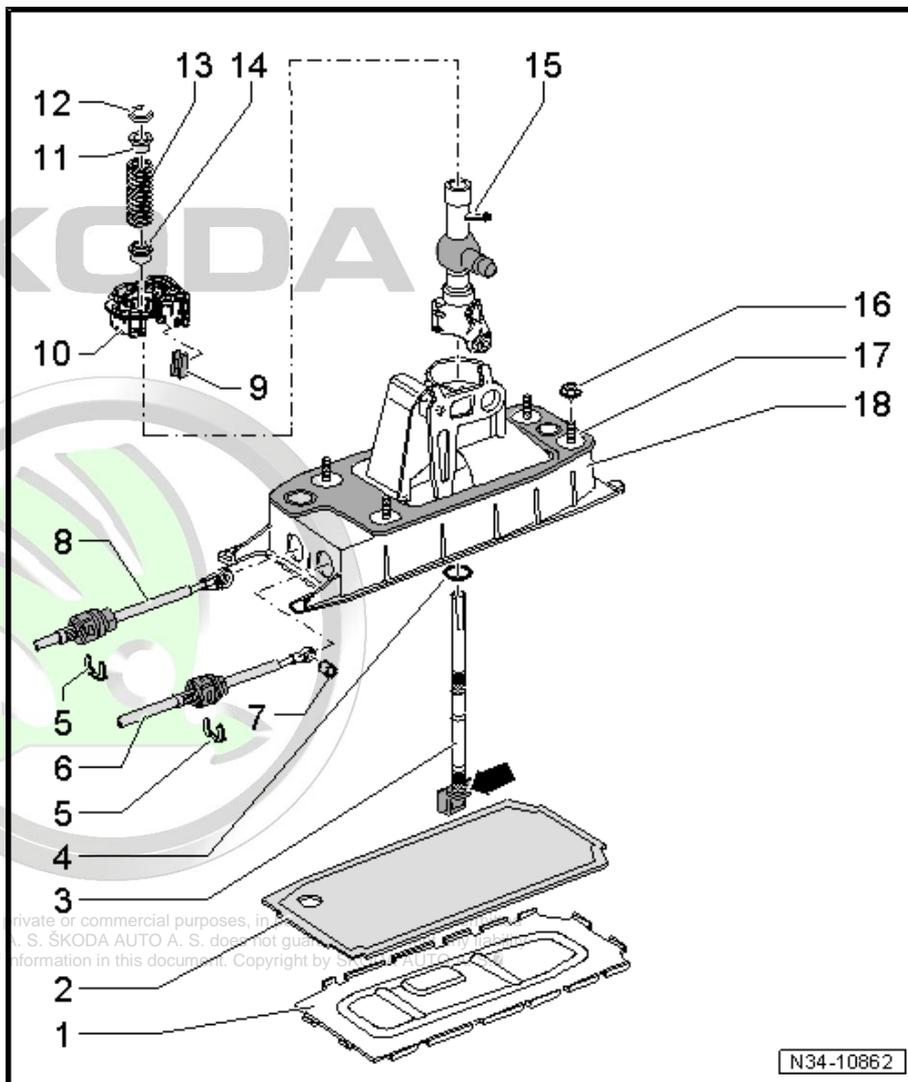
- Lever off gear lever guide
- Press onto gear lever guide inside selector mechanism
- removing and installing ⇒ [page 171](#)
- Fitting position ⇒ [page 112](#)
- adjust ⇒ [page 178](#)

9 - Damping

- removing and installing ⇒ [page 129](#)

10 - Bearing shell

- Will be damaged when removed



- always replace ⇒ Electronic Catalogue of Original Parts

11 - Bushing

12 - Lock washer

- removing and installing ⇒ [page 129](#)

13 - Spring

- removing and installing ⇒ [page 129](#)

14 - Bushing

15 - Shift lever guide

16 - Nut

- M8 = 25 Nm
- M6 = 8 Nm
- 4 pieces

17 - Gasket

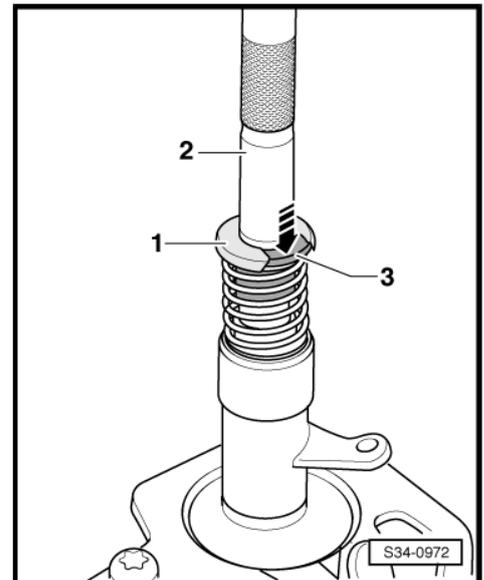
- between shift housing and body
- self-adhesive
- stick onto shift housing

18 - Shift housing

- with pressure spring and selector angle
- Pressure spring and selector angle cannot be removed

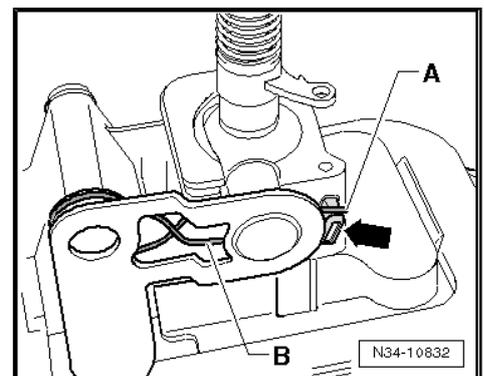
Removing and installing lock washer

- Hold the gearshift lever -2-.
- Press the bushing -3- in the direction of the arrow.
- Remove lock washer -1-.



Removing and installing damping -arrow-

- Press the pressure spring arm -A- as far as possible to the left until it is located outside the damping -arrow-.
- Press the shift lever to the lift and pull off the damping.
- After installing the damping, the pressure spring arms -A- and -B- must rest on the damping -arrow-.





1.17 Summary of components - Gearshift mechanism (Superb II)



Note

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

1 - Floor plate

- bend up tabs for removing
- always replace ⇒ Electronic Catalogue of Original Parts

2 - Gasket

- always replace ⇒ Electronic Catalogue of Original Parts

3 - Shift lever

- can be installed or removed with the shift lever guide pos. 15 mounted

4 - Insulating washer

- push up to the stop -arrow- onto the shift lever
- in case of damage replace ⇒ Electronic Catalogue of Original Parts

5 - Securing clip

- do not damage cable when removing
- always replace ⇒ Electronic Catalogue of Original Parts

6 - Selector cable

- removing and installing ⇒ [page 175](#)
- Fitting position ⇒ [page 112](#)
- adjust ⇒ [page 178](#)

7 - Bush for selector cable

8 - Shift cable

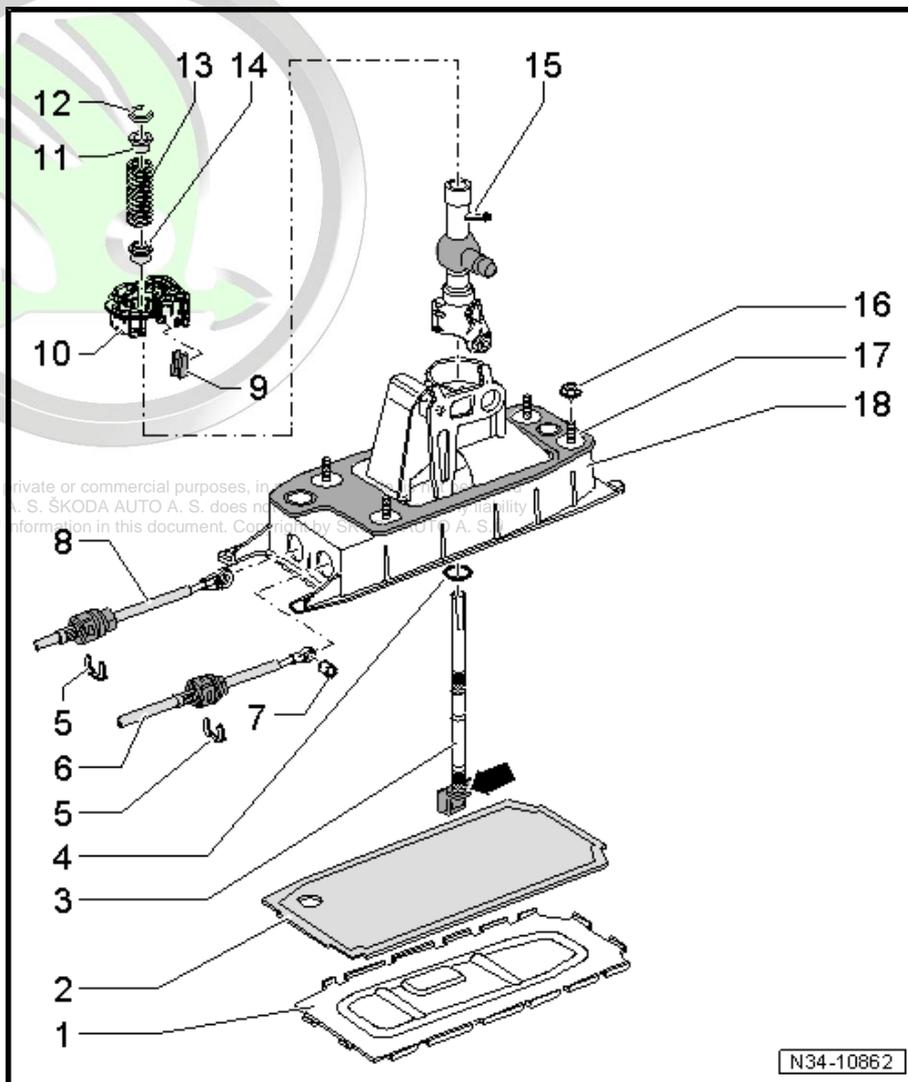
- removing and installing ⇒ [page 175](#)
- Fitting position ⇒ [page 112](#)
- adjust ⇒ [page 178](#)

9 - Damping

- removing and installing ⇒ [page 131](#)

10 - Bearing shell

- removing and installing ⇒ [page 134](#)
- when removing, the catches of the bearing shell are usually damaged
- always replace ⇒ Electronic Catalogue of Original Parts



11 - Bushing

12 - Lock washer

- removing and installing ⇒ [page 131](#)

13 - Spring

- removing and installing ⇒ [page 131](#)

14 - Bushing

15 - Shift lever guide

- removing and installing ⇒ [page 134](#)

16 - Nut

- M8 = 25 Nm
- M6 = 8 Nm
- 4 pieces

17 - Gasket

- between shift housing and underbody
- self-adhesive
- stick onto shift housing

18 - Shift housing

- with pressure spring and selector angle
- Pressure spring and selector angle cannot be removed

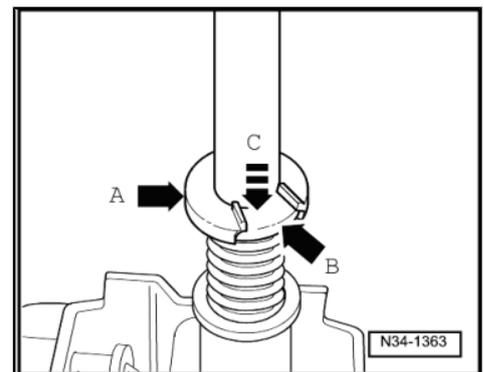
Removing and installing lock washer

- To remove and install the circlip -arrow A- press bushing -arrow B- with a screwdriver up to the stop in the direction of the arrow -arrow C- and remove circlip.



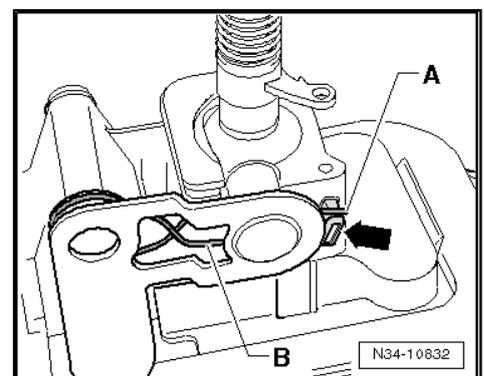
Note

- ◆ Do not twist bushing when pressing down.
- ◆ Mounting slot in shift lever for lock washer must be visible.
- ◆ Release spring carefully.



Removing and installing damping -arrow-

- Press the pressure spring leg -A- to the left until it is located next to the damping -arrow-.
- Press the shift lever to the lift and pull off the damping.
- After installing the damping, the pressure spring legs -A- and -B- must rest on the damping -arrow-.





1.18 Summary of components - Gearshift mechanism (Yeti)



Note

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

1 - Floor plate

- bend up tabs for removing
- always replace ⇒ Electronic Catalogue of Original Parts

2 - Gasket

- always replace ⇒ Electronic Catalogue of Original Parts

3 - Shift lever

- can be installed or removed with the shift lever guide pos. 15 mounted

4 - Insulating washer

- push up to the stop-arrow- onto the shift lever

5 - Lock washer

- do not damage cables when removing
- always replace ⇒ Electronic Catalogue of Original Parts

6 - Selector cable

- lever off from selector angle plate
- press onto selector angle plate within the shift mechanism
- removing and installing ⇒ [page 176](#)

- Fitting position ⇒ [page 112](#)
- adjust ⇒ [page 178](#)

7 - Bush for selector cable

8 - Shift cable

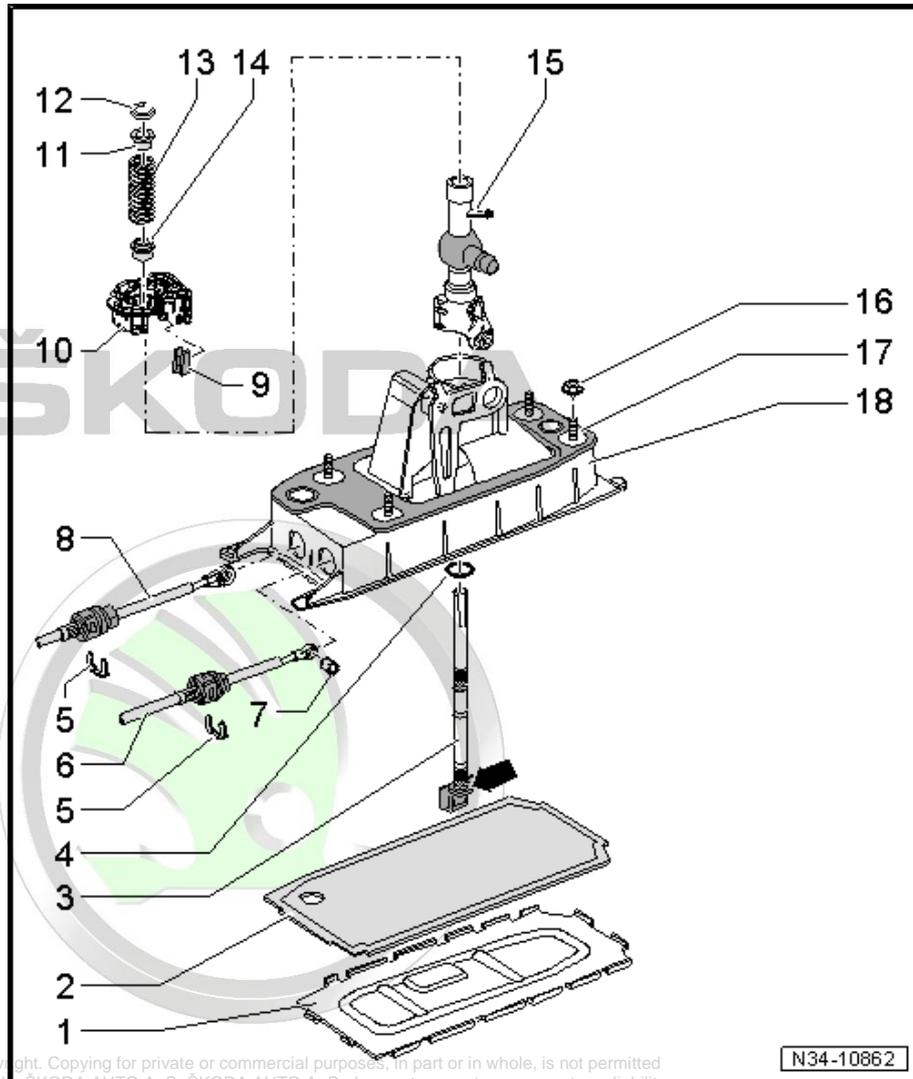
- lever off from the shift lever guide
- press onto the shift lever guide within the shift mechanism
- removing and installing ⇒ [page 176](#)
- Fitting position ⇒ [page 112](#)
- adjust ⇒ [page 178](#)

9 - Damping

- removing and installing ⇒ [page 133](#)

10 - Bearing shell

- is damaged when removing



- always replace ⇒ Electronic Catalogue of Original Parts

11 - Bushing

12 - Lock washer

- removing and installing ⇒ [page 133](#)

13 - Spring

- removing and installing ⇒ [page 133](#)

14 - Bushing

15 - Shift lever guide

16 - Nut

- M8 = 25 Nm
- M6 = 8 Nm
- 4 pieces

17 - Gasket

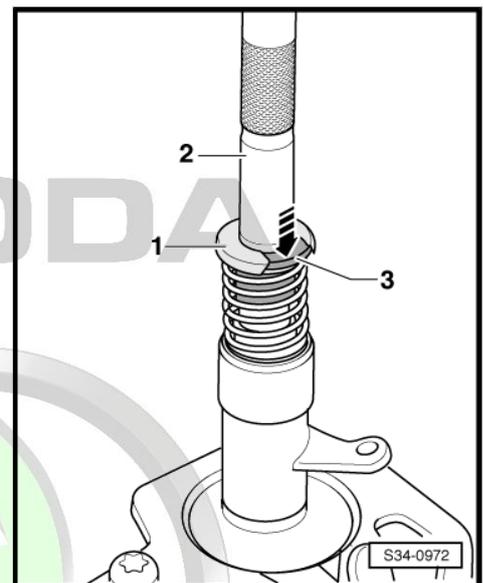
- between shift housing and underbody
- self-adhesive
- stick onto shift housing

18 - Shift housing

- with pressure spring and selector angle
- Pressure spring and selector angle cannot be removed

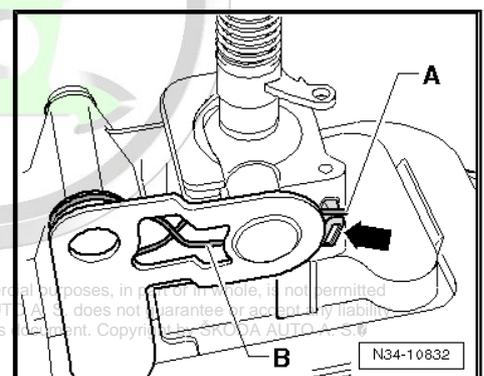
Removing and installing lock washer

- Hold the gearshift lever -2-.
- Press spacer sleeve -3- in direction of arrow.
- Remove lock washer -1-.



Removing and installing damping -arrow-

- Press the pressure spring leg -A- to the left until it is located next to the damping -arrow-.
- Press the shift lever to the lift and pull off the damping.
- After installing the damping, the pressure spring legs -A- and -B- must rest on the damping -arrow-.



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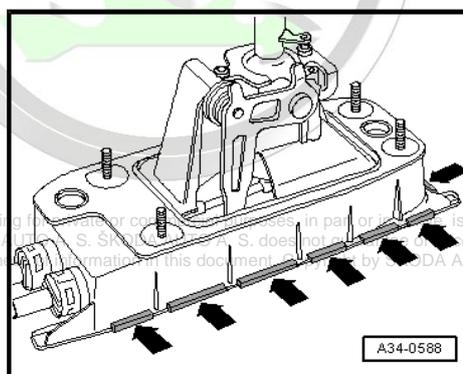
1.19 Disassembling and assembling the gearshift mechanism (as of 11.2006)

Special tools and workshop equipment required

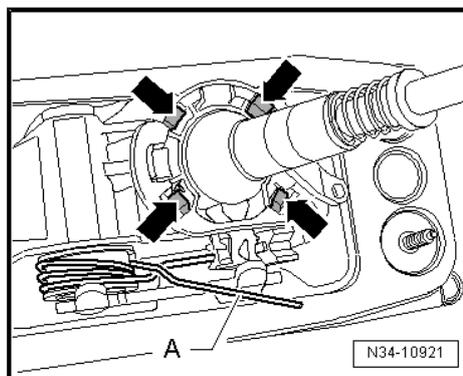
- ◆ Insert base - T10083-
- ◆ Grease - G 000 450 02-

1.19.1 Dismantling

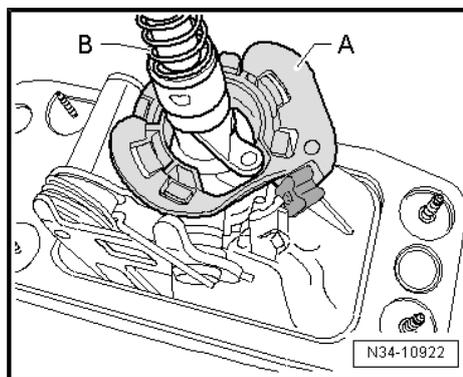
- Remove shift mechanism.
- ◆ Remove and install shift mechanism (Octavia II)
⇒ [page 154](#) .
- ◆ Remove and install shift mechanism (Octavia III)
⇒ [page 158](#) .
- ◆ Remove and install shift mechanism (Superb II)
⇒ [page 162](#) .
- ◆ Remove and install shift mechanism (Yeti) ⇒ [page 166](#) .
- Bend up the tabs -arrows- of the floor plate for shift mechanism with a screwdriver and remove the floor plate; (the tabs in the front area of the floor plate are not shown in the illustration).
- Remove gasket from shift housing.
- Remove shift cable and selector cable from the shift housing
⇒ [page 126](#) .



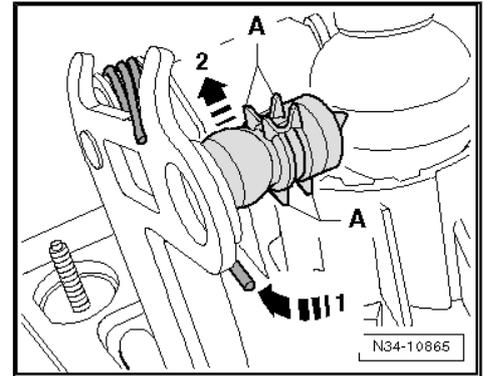
- Lift the upper leg -A- of the pressure spring over the tabs of the selector angle.
- Use a screwdriver to press the catches -arrows- of the bearing shell in direction of the bearing ball for the shift lever guide; if necessary break off the catches -arrows-.



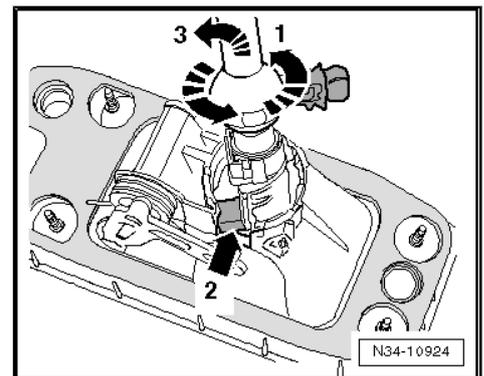
- Lever bearing shell -A- with shift lever guide and shift lever -B- out of the shift housing.
- Then press the bearing shell off the bearing ball for the shift lever guide and remove.



- During further work procedure observe the guides -A-.
- The guides -A- must not break off.
- Lever the lower leg of the pressure spring up to the stop onto the shoulder at the selector angle plate -direction of arrow 1-.
- Now pull up the shift lever guide as far as the stop and pull the ball stud out of the selector angle plate -direction of arrow 2-.



- Then turn the shift lever guide in -direction of arrow 1-.
- The stud -arrow 2- must be located in the recess of the shift housing.
- Afterwards, swivel out the shift lever guide with shift lever in -direction of arrow 3-.



1.19.2 Assembling together

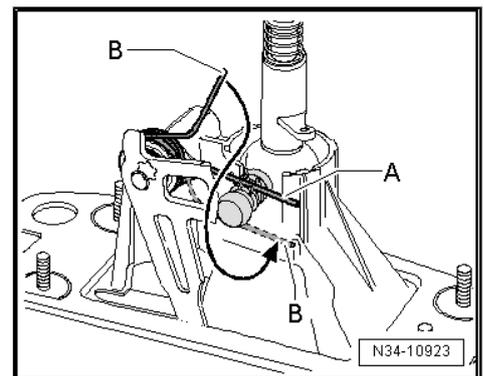
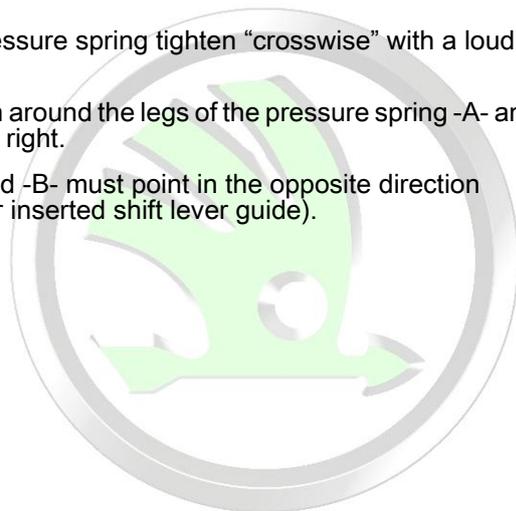


Caution

The lower leg of the pressure spring (⇒ page 135) can jump off uncontrolled from the shoulder of the selector angle during further handling. Thus carefully press down the lower leg from the shoulder of the selector angle plate.

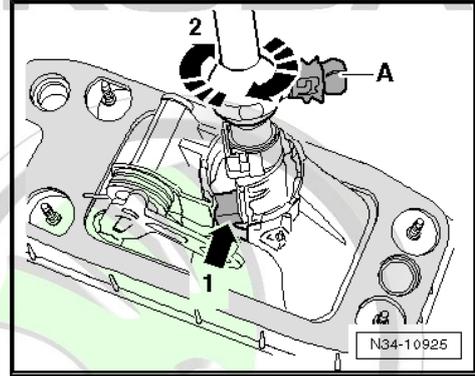
The legs of the pressure spring tighten “crosswise” with a loud noise.

- To slacken, turn around the legs of the pressure spring -A- and -B- towards the right.
- The legs -A- and -B- must point in the opposite direction (shown here for inserted shift lever guide).





- Insert shift lever guide with shift lever into the shift housing.
- The stud -arrow 1- is still located in the recess of the shift housing.
- Turn shift lever guide in -direction of arrow 2-, until the ball stud -A- is above the recess of the shift housing.

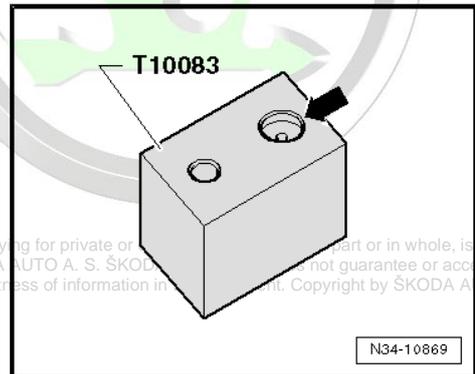


- Position shift housing with shift lever guide into the larger recess -arrow- of the insert base - T10083- .

i Note

If necessary, first of all remove the shift lever so that the shift housing with shift lever guide can be inserted in the insert base .

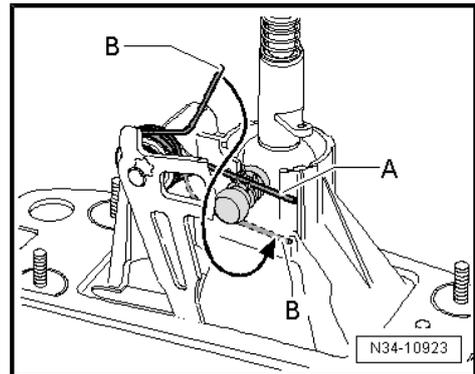
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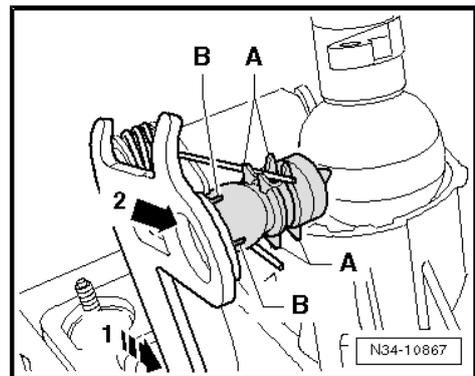
- The shift lever guide must protrude out of the shift housing as far as the stop.
- Insert the leg -A- of the pressure spring from the top into the guide.
- Pull leg -B- of pressure spring downwards and insert the leg -B- next to the guide (in direction of the spherical head).

i Note

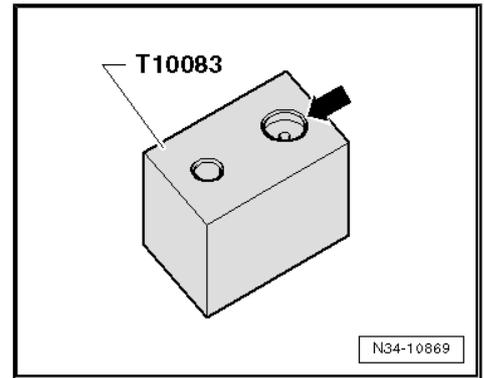
To provide a clearer illustration, only the selector angle plate is partially illustrated.



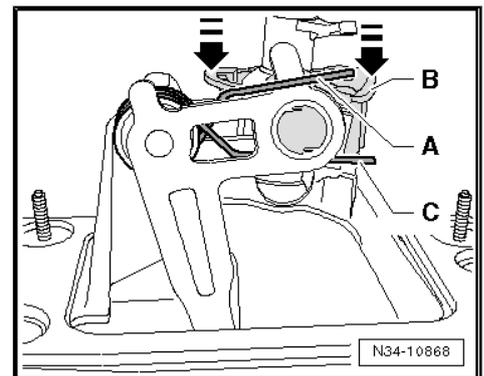
- Carefully remove shift housing with shift lever guide from the insert base - T10083- .
- Move selector angle plate up to stop to the rear (opposite the location holes for shift and selector cable) -direction of arrow 1-.
- Grease the ball stud with grease - G 000 450 02- .
- Press the ball stud into the selector angle plate -arrow 2-.
- The guides -A- and the tabs -B- must not be damaged.



- Position shift housing with shift lever guide into the larger recess -arrow- of the Insert base - T10083- .



- The shift lever guide must protrude out of the shift housing as far as the stop.
- Lift the upper leg -A- of the pressure spring over the stud of the selector angle plate.
- Use a new bearing shell -B-.
- Grease the bearing shell and the bearing ball of the shift lever guide with grease - G 000 450 02- .
- Press the bearing shell up to stop onto the bearing ball of the shift lever guide.
- Remove shift housing from the insert base - T10083- .
- Press the bearing shell into the shift housing -arrows-.
- All catch pegs must click audibly.
- Insert the lower leg -C- of the pressure spring into the guide.
- Lift the upper leg -A- of the pressure spring over the stud of the selector angle plate into the guide.



i Note

- ◆ *Install the shift lever if it was removed.*
- ◆ *Octavia II ⇒ [page 126](#)*
- ◆ *Octavia III ⇒ [page 128](#)*
- ◆ *Superb II ⇒ [page 130](#)*
- ◆ *Yeti ⇒ [page 132](#)*

- Mount shift cable, selector cable and floor plate.

Octavia II ⇒ [page 171](#)

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Octavia III ⇒ [page 173](#)

Superb II ⇒ [page 175](#)

Yeti ⇒ [page 176](#)

- Install shift mechanism.

Octavia II ⇒ [page 154](#)

Octavia III ⇒ [page 158](#)

Superb II ⇒ [page 162](#)

Yeti ⇒ [page 166](#)



1.20 Summary of components - Control cables (Octavia II)



Note

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

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1 - Shift cable

- connect with cable lock Pos. 18
- removing and installing ⇒ [page 171](#)
- Fitting position ⇒ [page 112](#)
- as of 11.06 modified attachment to the gear-shift lever within the shift mechanism ⇒ [page 126](#)
- after installing set shift mechanism ⇒ [page 178](#)

2 - Selector cable

- connect with cable lock Pos. 11
- removing and installing ⇒ [page 171](#)
- Fitting position ⇒ [page 112](#)
- as of 11.06 modified attachment to the selector angle plate within the shift mechanism ⇒ [page 126](#)
- after installing set shift mechanism ⇒ [page 178](#)

3 - Lock washer

- always replace ⇒ Electronic Catalogue of Original Parts
- no longer applicable ⇒ [page 126](#) for shift mechanisms as of 11.06

4 - Lock washer

- do not damage cables when removing
- always replace ⇒ Electronic Catalogue of Original Parts

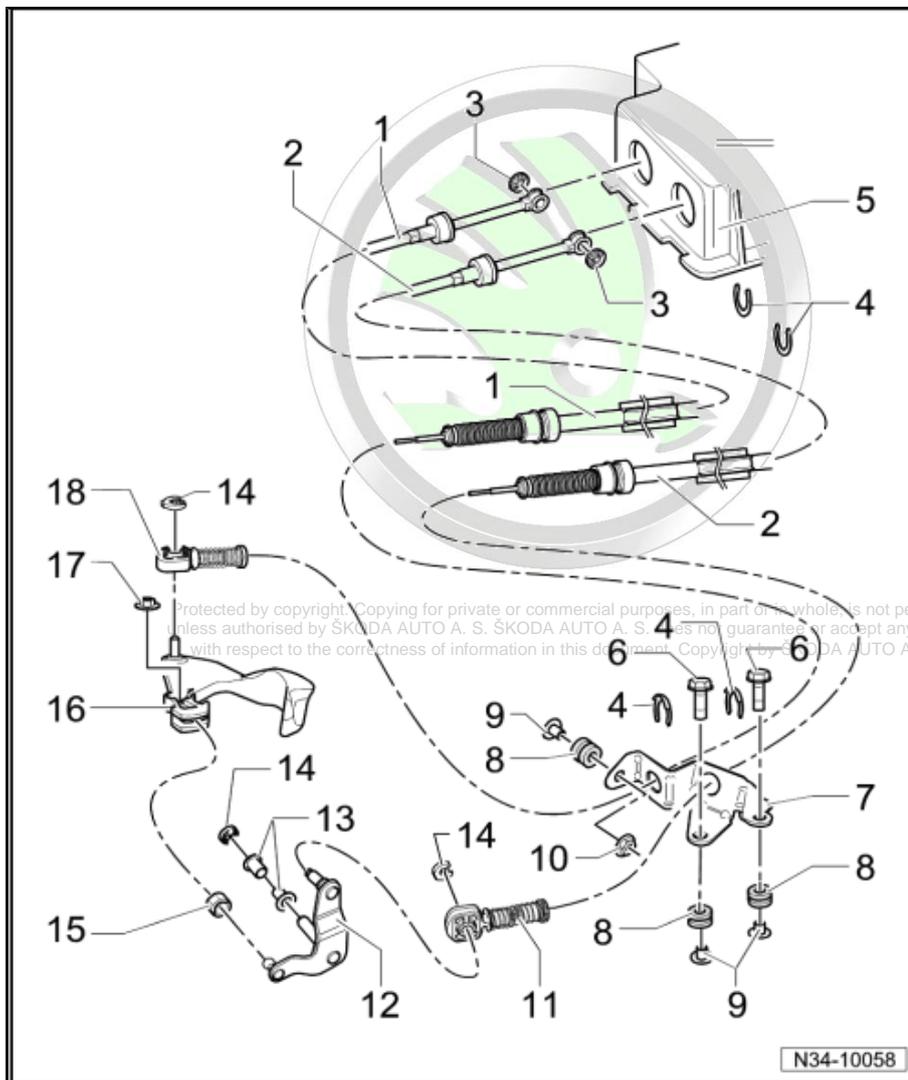
5 - Shift housing

6 - 20 Nm

- 2 pieces
- for cable support
- replace ⇒ Electronic Catalogue of Original Parts

7 - Cable support

- made out of plastic or metal



8 - Grommet

- Mounting of cable support to gearbox

9 - Spacer

10 - 20 Nm

- for cable support

11 - Cable lock

- for selector cable at relay lever
- do not interchange, cable locks for selector cable at relay lever and for shift cable at gearshift lever are different
- after installing set shift mechanism ⇒ [page 178](#)
- as of 06.07 it is fitted together with plastic relay lever ⇒ [page 153](#)
- remove from plastic relay lever ⇒ [page 153](#)
- press onto plastic relay lever ⇒ [page 153](#)
- Assignment ⇒ [page 140](#)

12 - Reversing lever

- Fitting position ⇒ [page 140](#)
- after installing set shift mechanism ⇒ [page 178](#)
- made out of plastic or metal
- Metal relay lever is located in the bushings pos. 13 and secured with a lock washer pos. 14
- as of 06:07:00 plastic relay lever ⇒ [page 153](#)
- Removing and installing plastic relay lever together with cable lock ⇒ [page 153](#)
- Bushings pos. 13 and lock washer pos. 14 are not required for plastic relay lever

13 - Bushing

- is not required, if the relay lever is made of plastic

14 - Lock washer

- always replace ⇒ Electronic Catalogue of Original Parts
- is not required, if the relay lever is made of plastic

15 - Sliding shoe

16 - Gearshift lever

- with balancing weight
- insert in such a way that the interrupted spacing of the teeth matches the gearshift shaft
- after installing set shift mechanism ⇒ [page 178](#)
- Fitting position ⇒ [page 140](#)
- as of 06.06 smaller diameter of the mounting pin for the cable lock ⇒ [page 140](#)

17 - 23 Nm

- always replace ⇒ Electronic Catalogue of Original Parts

18 - Cable lock

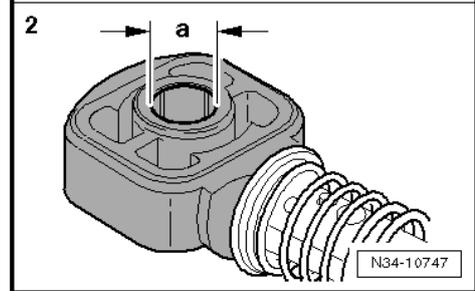
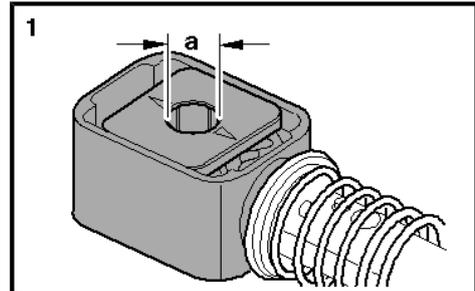
- for shift cable at gearbox shift lever
- after installing set shift mechanism ⇒ [page 178](#)
- do not interchange, cable locks for selector cable at relay lever and for shift cable at gearshift lever are different
- Assignment ⇒ [page 140](#)



Assignment of the cable locks

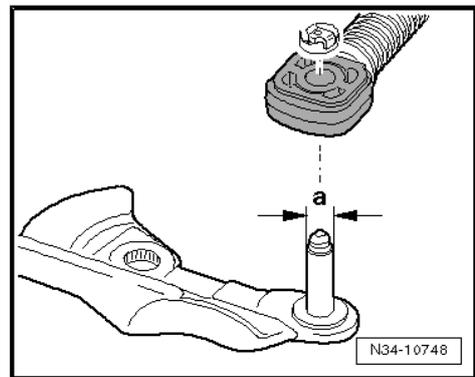
The holes in the cable locks have different diameters.

Cable lock for	Dimension "a"
1st - Shift cable at gearbox shift lever as of 06.06	8.5 mm
2. - Shift cable at gearbox shift lever up to 05.06	10 mm
2. - Selector cable at metal relay lever	8 mm
2. - Selector cable at plastic relay lever ⇒ page 153	10 mm



As of 06.06 smaller diameter of the mounting pin for the cable lock of the shift cable

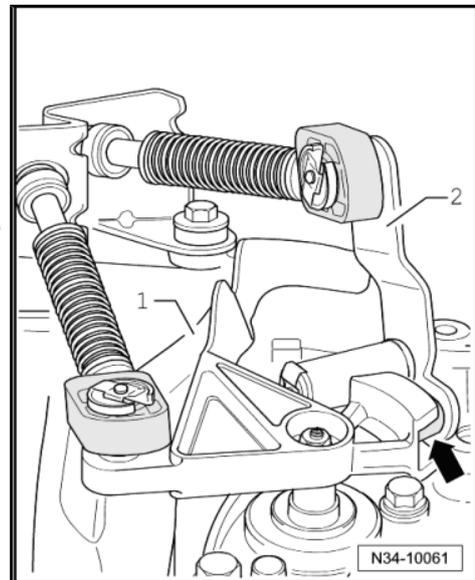
Mounting pin for the cable lock of the shift cable	Dimension "a"
to 05.06	10 mm
from 06.06	8.5 mm



Fitting location of gearbox shift lever/relay lever

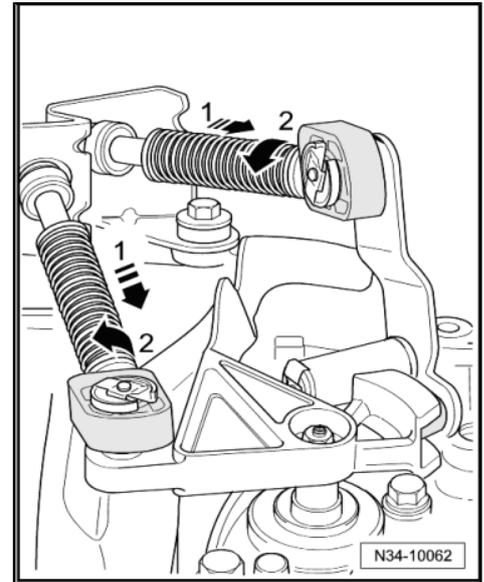
- 1 - Gearbox shift lever with balancing weight
- 2 - Relay lever is inserted over the sliding shoe -arrow- into the sliding rail of the gearbox shift lever

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1.20.1 Replacing cable lock for shift cable

- Pull forward the locking mechanism at selector cable and at shift cable as far as the stop -direction of arrow 1-, then lock by turning to the left -direction of arrow 2-.



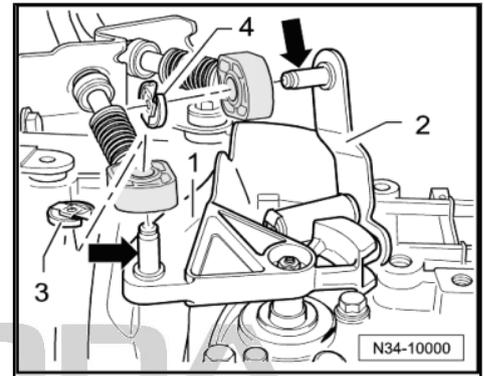
- Remove circlip -3- for shift cable from gearbox shift lever -1-.
- Pull off shift cable from the stud -arrow-.

Metal relay lever

- Remove circlip -4- for the selector cable from relay lever -2-.
- Pull selector cable off the stud.

Plastic relay lever

- Remove relay lever together with cable lock ⇒ [page 153](#) .
- Lever off cable lock from relay lever ⇒ [page 153](#) .



Continued for all gearshift mechanisms

- Apply a small quantity of grease - G 000 450 02- onto the studs -arrows- of the gearbox shift lever -1- and of the relay lever -2-.
- Replace circlip -3- and circlip -4- for the metal relay lever after each disassembly.
- Secure the shift cable with the lock washer -3- and secure the selector cable with the lock washer -4- for metal relay lever.

Note

If a plastic relay lever is installed, it must be mounted together with the cable lock ⇒ [page 153](#) .

Setting the shift mechanism ⇒ [page 178](#) .

1.21 Summary of components - Control cables (Octavia III)

Note

Grease bearing and friction surfaces with grease - G 000 450 02- in this document. Copyright by ŠKODA AUTO A. S.®



1 - Shift cable

- connect with cable lock Pos. 15
- removing and installing ⇒ [page 173](#)
- Fitting position ⇒ [page 112](#)
- after installing set shift mechanism ⇒ [page 178](#)

2 - Selector cable

- connect with relay lever/ cable lock Pos. 10
- removing and installing ⇒ [page 173](#)
- Fitting position ⇒ [page 112](#)
- after installing set shift mechanism ⇒ [page 178](#)

3 - Shift housing

4 - Lock washer

- do not damage cables when removing
- always replace ⇒ Electronic Catalogue of Original Parts

5 - 20 Nm

- 2 pieces
- for cable support
- replace ⇒ Electronic Catalogue of Original Parts

6 - Cable support

- made of plastic

7 - Grommet

- Mounting of cable support to gearbox

8 - Spacer

9 - 20 Nm

- for cable support

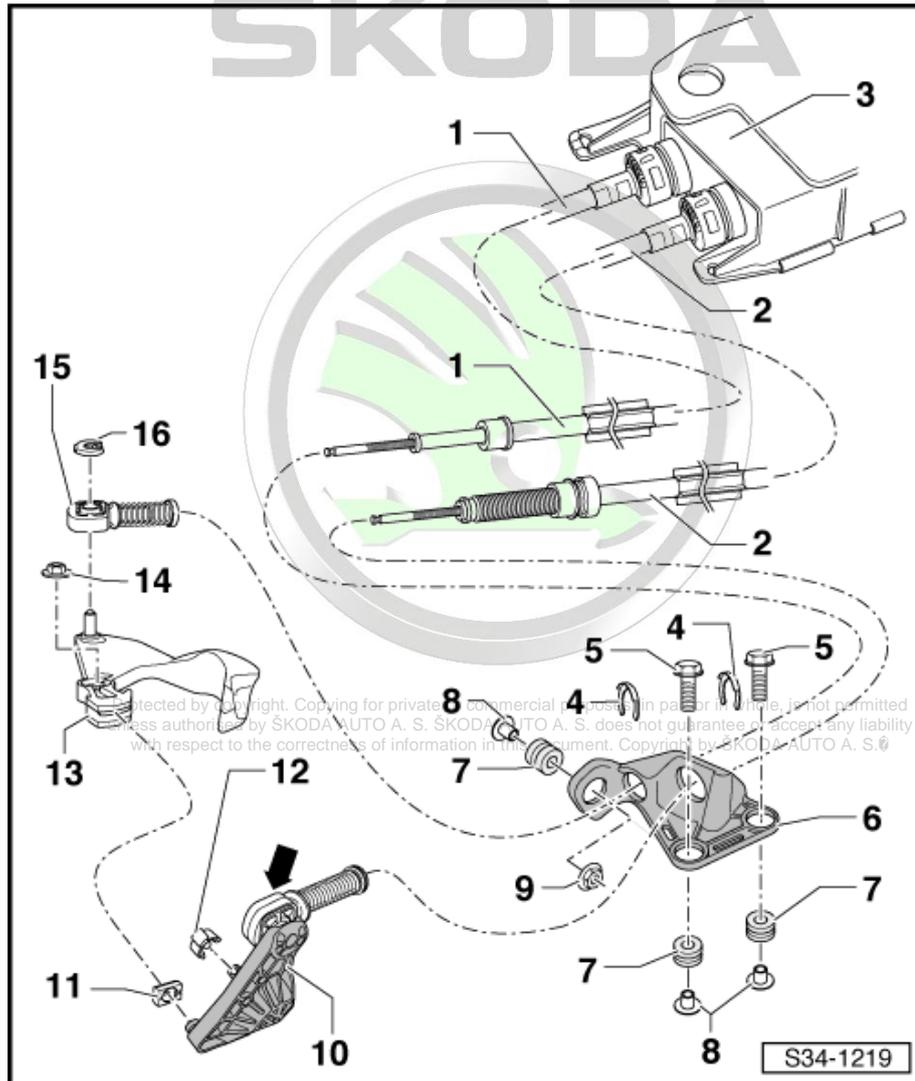
10 - Reversing lever

- with cable support -arrow- for selector cable
- made of plastic
- Fitting position ⇒ [page 144](#)
- Remove and install relay lever together with cable lock ⇒ [page 153](#)
- remove from plastic relay lever ⇒ [page 153](#)
- press onto plastic relay lever ⇒ [page 153](#)
- Assignment ⇒ [page 143](#)
- after installing set shift mechanism ⇒ [page 178](#)

11 - Sliding shoe

12 - Retaining clip

- secures the relay lever in the cover of the gearshift unit



- on the relay lever it is secured, but not installed, in the cover with a catch

13 - Gearshift lever

- with balancing weight
- insert in such a way that the interrupted spacing of the teeth matches the gearshift shaft
- after installing set shift mechanism ⇒ [page 178](#)
- Fitting position ⇒ [page 144](#)

14 - 23 Nm

- always replace ⇒ Electronic Catalogue of Original Parts

15 - Cable lock

- for shift cable at gearbox shift lever
- replace ⇒ [page 144](#)
- after installing set shift mechanism ⇒ [page 178](#)
- do not interchange; cable locks for selector cable at relay lever and for shift cable at gearshift lever are different
- Assignment ⇒ [page 143](#)

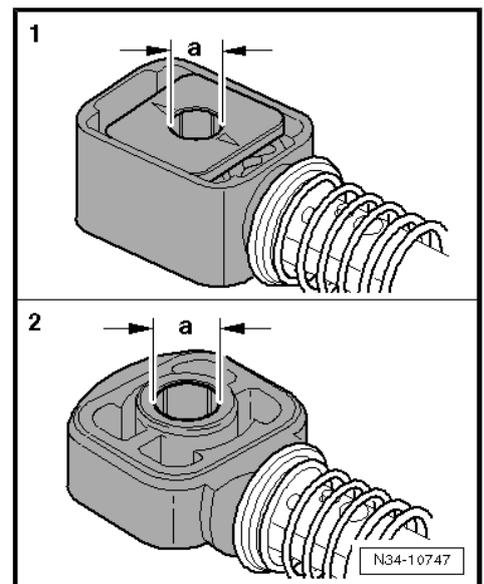
16 - Lock washer

- always replace ⇒ Electronic Catalogue of Original Parts

Allocation of cable end-pieces

The holes in the cable locks have different diameters.

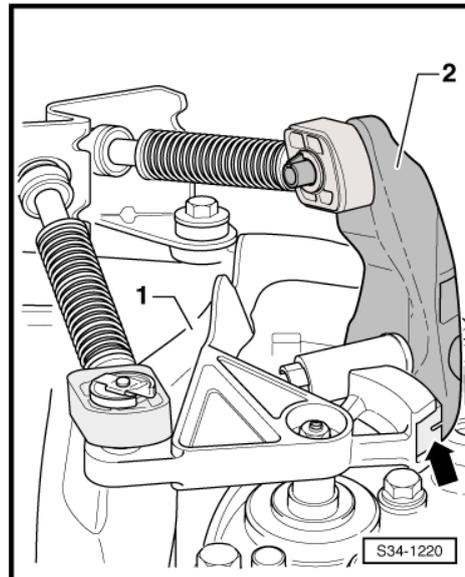
Cable lock:	Dimension "a"
1st - Shift cable at gearbox shift lever	8.5 mm
2. - Selector cable at plastic relay lever ⇒ page 153	10 mm





Fitting location of gearbox shift lever/relay lever

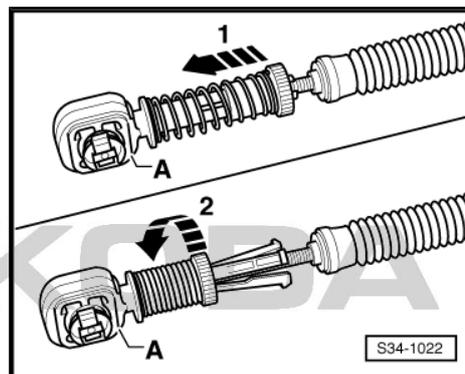
- 1 - Gearbox shift lever with balancing weight
- 2 - Relay lever is inserted over the sliding shoe -arrow- into the sliding rail of the gearbox shift lever



1.21.1 Replacing cable lock for shift cable

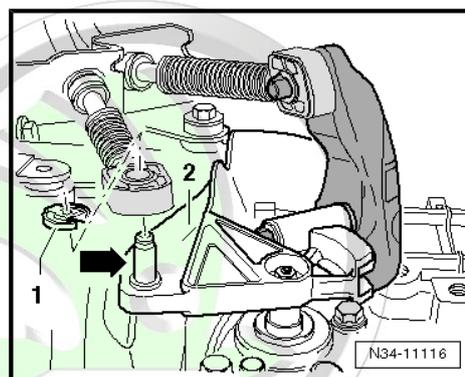
Unlock catch -A- for shift cable as follows:

- Slide sliding sleeve forwards up to the stop -arrow 1-.
- Turn sliding sleeve to the right up to the stop -arrow 2- until it locks in place.



- Remove lock washer -1- for shift cable from gearbox shift lever -2- and pull off the control cable from the stud -arrow-.
- Apply a small quantity of grease - G 000 450 02- onto the stud -arrow- of the gearbox shift lever -2-.
- Replace circlip -1- after each removal.
- Secure the shift cable with the lock washer -1-.

Setting the shift mechanism => [page 178](#) .



1.22 Summary of components - Control cables (Superb II)

i Note

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

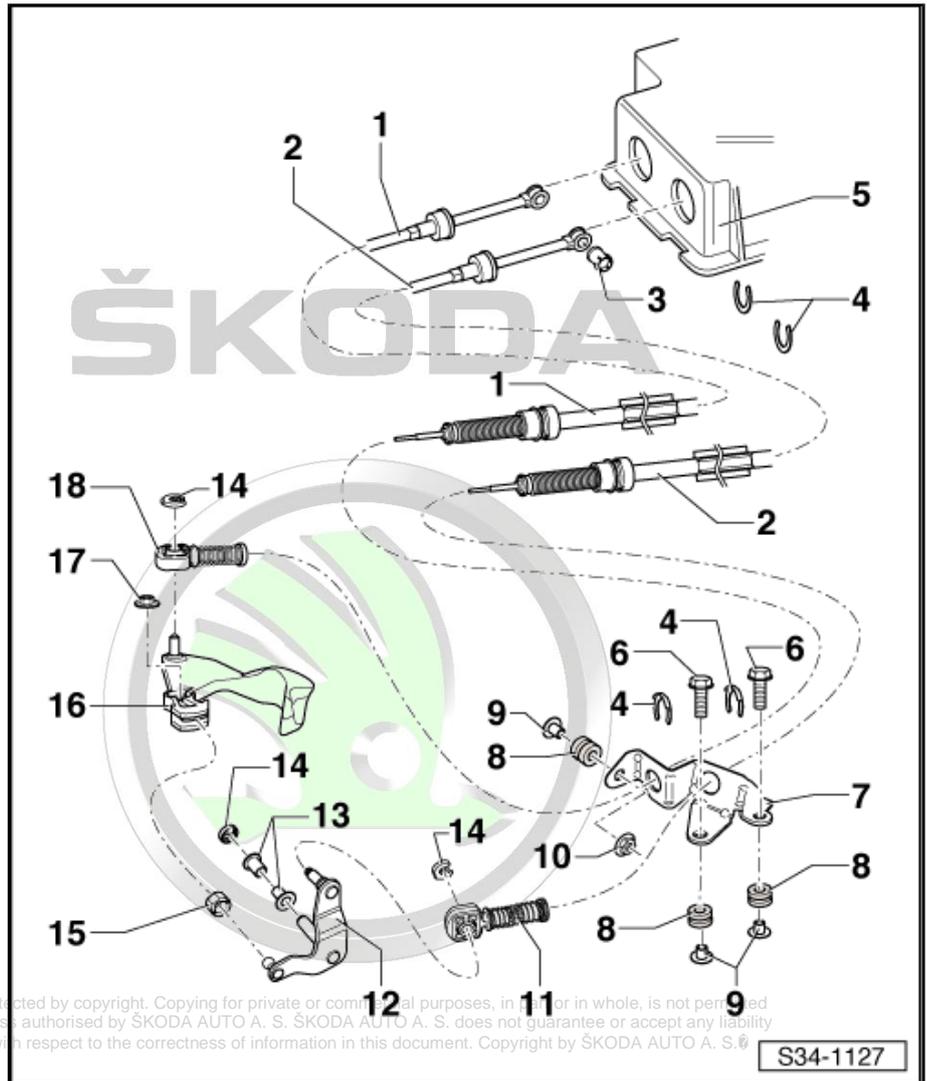
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1 - Shift cable

- slacken from the shift lever guide within the shift mechanism
- press onto the selector angle guide within the shift mechanism
- connect with cable lock Pos. 18 connect 18
- Fitting position
⇒ [page 112](#)
- removing and installing
⇒ [page 175](#)
- attach with cable strap to the selector cable
⇒ [page 148](#)
- after installing set shift mechanism
⇒ [page 178](#)

2 - Selector cable

- slacken from selector angle plate within the shift mechanism
- press onto selector angle plate within the shift mechanism
- connect with cable lock Pos. 11 connect 11
- Fitting position
⇒ [page 112](#)
- removing and installing
⇒ [page 175](#)
- attach with cable strap to the shift cable
⇒ [page 148](#)



- after installing set shift mechanism ⇒ [page 178](#)

3 - Bush for selector cable

4 - Locking clips

- do not damage cable when removing
- always replace ⇒ Electronic Catalogue of Original Parts

5 - Shift housing

6 - 20 Nm

- 2 pieces
- for cable support
- replace ⇒ Electronic Catalogue of Original Parts

7 - Cable support

- made out of plastic or metal

8 - Grommet

- Mounting of cable support to gearbox

9 - Bushing

10 - 20 Nm

- for cable support



11 - Cable lock for:

- Selector cable at relay lever
- do not interchange, cable locks for selector cable at relay lever and for shift cable at gearshift lever are different
- after installing set shift mechanism ⇒ [page 178](#)
- can be fitted together with the plastic relay lever ⇒ [page 153](#)
- remove from plastic relay lever ⇒ [page 153](#)
- press onto plastic relay lever ⇒ [page 153](#)
- Assignment ⇒ [page 147](#)

12 - Reversing lever

- Fitting position ⇒ [page 147](#)
- after installing set shift mechanism ⇒ [page 178](#)
- made out of plastic or metal
- Metal relay lever is located in the bushings pos. 13 and secured with a lock washer pos. 14
- Removing and installing plastic relay lever together with cable lock ⇒ [page 153](#)
- If the relay lever is made of plastic, neither the bushings pos. 13 nor the lock washer pos. 14 are required

13 - Bushings

- is not required, if the relay lever is made of plastic

14 - Circlip

- always replace ⇒ Electronic Catalogue of Original Parts
- is not required, if the relay lever is made of plastic

15 - Sliding shoe

16 - Gearshift lever

- with balancing weight
- insert in such a way that the interrupted spacing of the teeth matches the gearshift shaft
- after installing set shift mechanism ⇒ [page 178](#)
- Fitting position ⇒ [page 147](#)

17 - 23 Nm

- always replace ⇒ Electronic Catalogue of Original Parts

18 - Cable lock for:

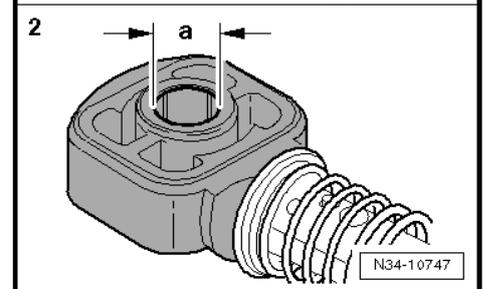
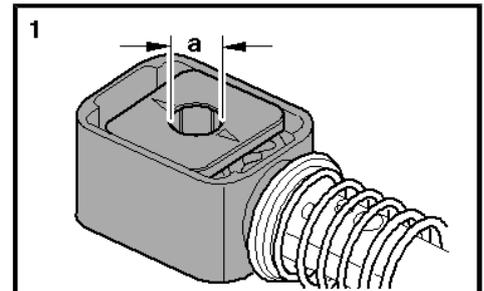
- for shift cable at gearbox shift lever
- after installing set shift mechanism ⇒ [page 178](#)
- do not interchange, cable locks for selector cable at relay lever and for shift cable at gearshift lever are different
- Assignment ⇒ [page 147](#)

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Assign cable locks

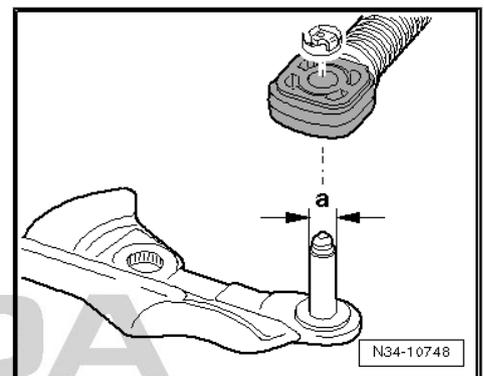
The holes in the cable locks have different diameters.

Cable lock for:	Clearance "a"
1 - Shift cable at gearbox shift lever	8.5 mm
2 - Selector cable at metal relay lever	8 mm
2 - Selector cable at plastic relay lever ⇒ page 153	10 mm



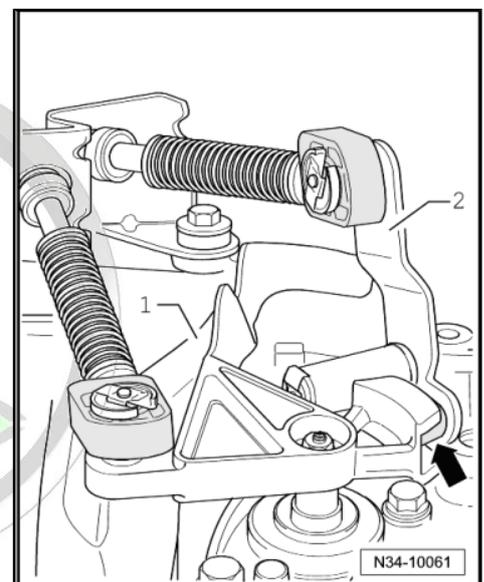
Bolt diameter for attaching the cable lock of the shift cable

Mounting pin for the cable lock of the shift cable	Clearance "a"
∅ of the mounting pin	8.5 mm



Fitting location of gearbox shift lever/relay lever

- 1 - Gearbox shift lever with balancing weight
- 2 - Relay lever is inserted over the sliding shoe -arrow- into the sliding rail of the gearbox shift lever

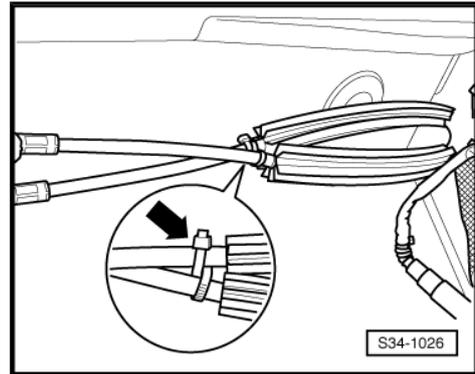


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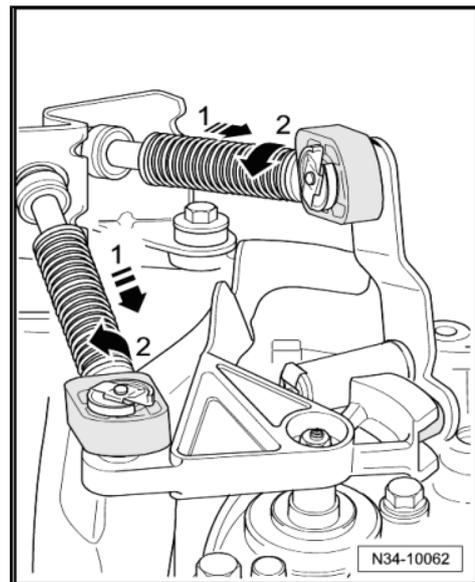
Fitting position of cable strap for cable attachment

- Cross cable strap -arrow-, in order to coil up the cables and fix as shown.



Replace cable lock

- Pull forward the locking mechanism at selector cable and at shift cable as far as the stop -direction of arrow 1-, then lock by turning to the left -direction of arrow 2-.



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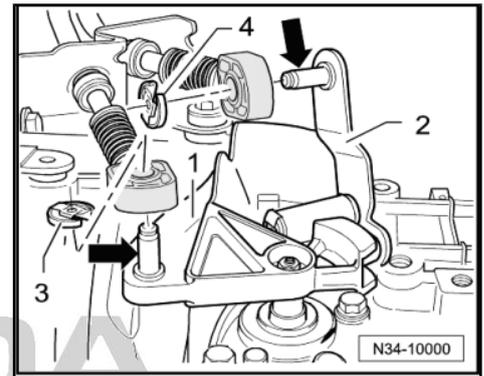
- Remove lock washer -3- for shift cable from gearbox shift lever -1-.
- Pull off shift cable from the stud -arrow-.

Metal relay lever

- Remove circlip -4- for the selector cable from relay lever -2-.
- Pull selector cable off the stud.

Plastic relay lever

- Remove relay lever together with cable lock ⇒ [page 153](#) .
- Lever off cable lock from relay lever ⇒ [page 153](#) .



Continued for all gearshift mechanisms

- Apply a small quantity of grease - G 000 450 02- onto the studs -arrows- of the gearbox shift lever -1- and of the relay lever -2-.
- Replace circlip -3- and circlip -4- for the metal relay lever after each disassembly.
- Secure the shift cable with the lock washer -3- and secure the selector cable with the lock washer -4- for metal relay lever.

Note

If a plastic relay lever is installed, it must be mounted together with the cable lock ⇒ [page 153](#) .

Setting the shift mechanism ⇒ [page 178](#) .

1.23 Summary of components - Control cables (Yeti)

Note

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



1 - Shift cable

- connect with cable lock
Pos. 15 connect 15
- removing and installing
⇒ [page 176](#)
- Fitting position
⇒ [page 112](#)
- after installing set shift
mechanism
⇒ [page 178](#)

2 - Selector cable

- connect with relay lever/
cable lock Pos. 10
- removing and installing
⇒ [page 176](#)
- Fitting position
⇒ [page 112](#)
- after installing set shift
mechanism
⇒ [page 178](#)

3 - Shift housing

4 - Lock washer

- do not damage cables
when removing
- always replace ⇒ Elec-
tronic Catalogue of
Original Parts

5 - 20 Nm

- 2 pieces
- for cable support
- replace ⇒ Electronic
Catalogue of Original
Parts

6 - Cable support

- made of plastic

7 - Grommet

- Mounting of cable support to gearbox

8 - Spacer

9 - 20 Nm

- for cable support

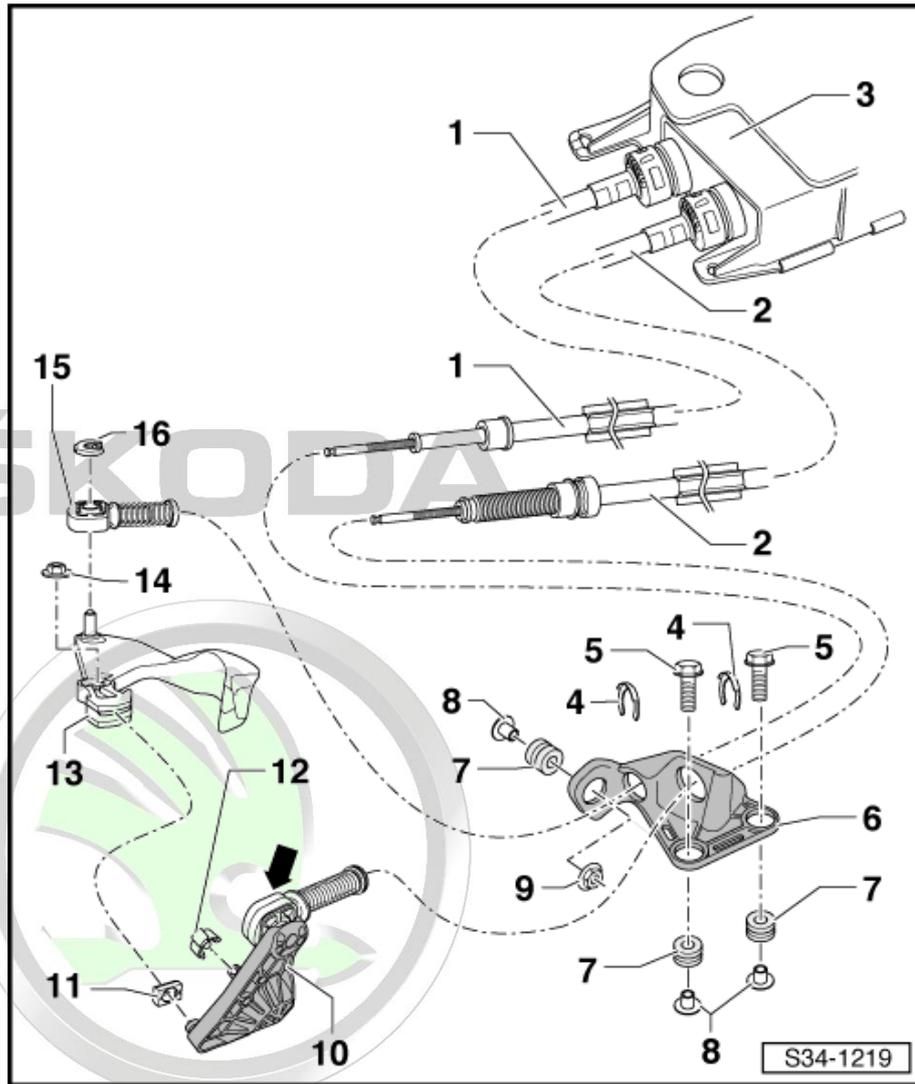
10 - Reversing lever

- with cable support -arrow- for selector cable
- made of plastic
- Fitting position ⇒ [page 152](#)
- Remove and install relay lever together with cable lock ⇒ [page 153](#)
- remove from plastic relay lever ⇒ [page 153](#)
- press onto plastic relay lever ⇒ [page 153](#)
- Assignment ⇒ [page 151](#)
- after installing set shift mechanism ⇒ [page 178](#)

11 - Sliding shoe

12 - Clip

- secures the relay lever in the cover of the gearshift unit



- on the relay lever it is secured, but not installed, in the cover with a catch

13 - Gearshift lever

- with balancing weight
- insert in such a way that the interrupted spacing of the teeth matches the gearshift shaft
- after installing set shift mechanism ⇒ [page 178](#)
- Fitting position ⇒ [page 152](#)

14 - 23 Nm

- always replace ⇒ Electronic Catalogue of Original Parts

15 - Cable lock

- for shift cable at gearbox shift lever
- replace ⇒ [page 152](#)
- after installing set shift mechanism ⇒ [page 178](#)
- do not interchange, cable locks for selector cable at relay lever and for shift cable at gearshift lever are different
- Assignment ⇒ [page 151](#)

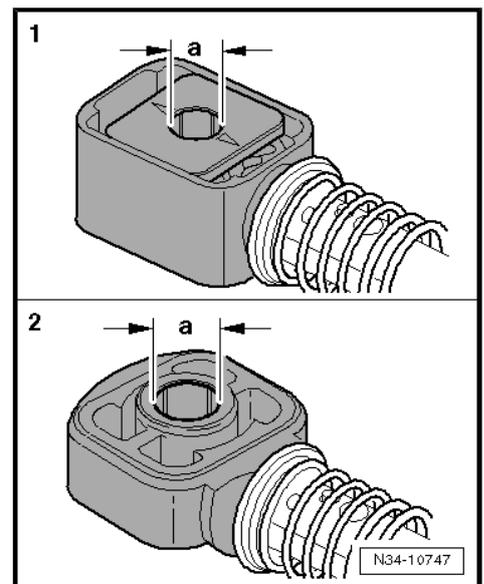
16 - Lock washer

- always replace ⇒ Electronic Catalogue of Original Parts

Assign cable locks

The holes in the cable locks have different diameters.

Cable lock for:	Dimension "a"
1st - Shift cable at gearbox shift lever	8.5 mm
2. - Selector cable at plastic relay lever ⇒ page 153	10 mm



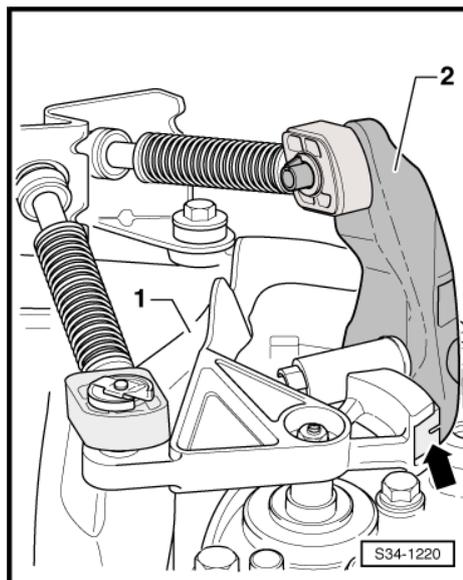
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Fitting location of gearbox shift lever/relay lever

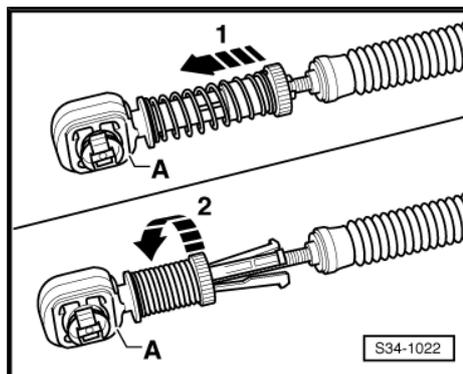
- 1 - Gearbox shift lever with balancing weight
- 2 - Relay lever is inserted over the sliding shoe -arrow- into the sliding rail of the gearbox shift lever



1.23.1 Replacing cable lock for shift cable

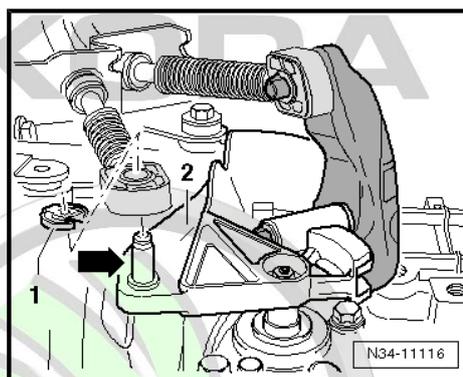
Unlock catch -A- for shift cable as follows:

- Slide sliding sleeve forwards up to the stop -arrow 1-.
- Turn sliding sleeve to the right up to the stop -arrow 2- until it locks audibly.



- Remove lock washer -1- for shift cable from gearbox shift lever -2- and pull off the control cable from the stud -arrow-.
- Apply a small quantity of grease - G 000 450 02- onto the stud -arrow- of the gearbox shift lever -2-.
- Replace circlip -1- after each removal.
- Secure the shift cable with the lock washer -1-.

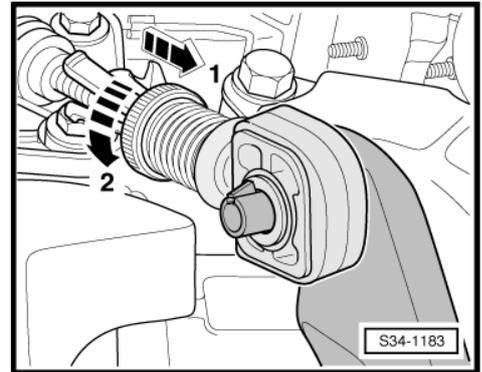
Setting the shift mechanism => [page 178](#) .



1.24 Plastic relay lever

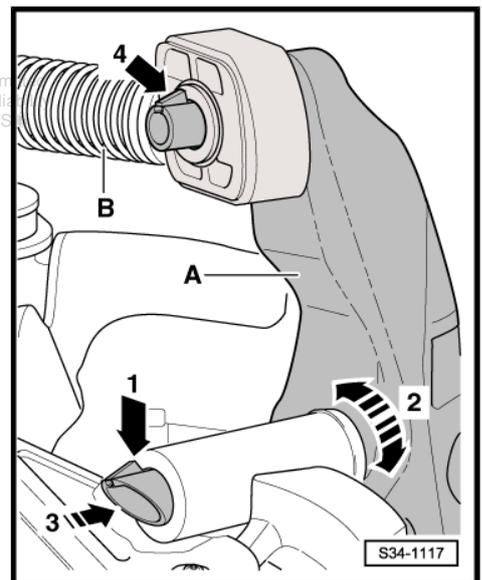
1.24.1 Removing and installing plastic relay lever

- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.
- In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.
- Gearbox shift lever is located in the neutral position.



The relay lever is secured with a catch -arrow 1- in the cover

- Carefully press down the catch -arrow 1- up to the stop.
- Afterwards move the relay lever -A- back and forward in its bearing point (direction of operation) -arrow 2-. To do so, carefully pull out the relay lever -A- together with the cable lock -B- in -direction of arrow 3-.
- Only remove the cable lock -B- on removed relay lever ⇒ [page 154](#) .



Note

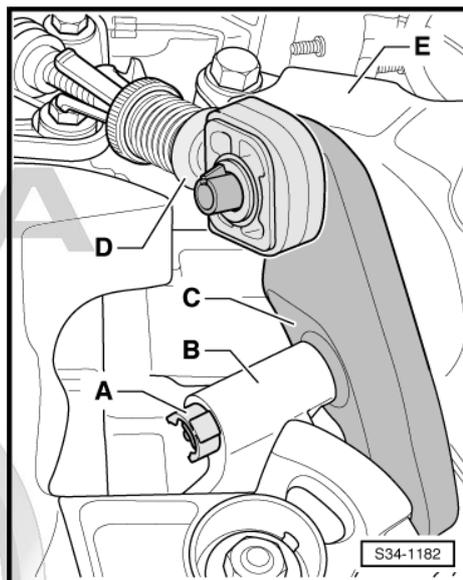
- ◆ To install, grease bearing points and friction surfaces with grease - G 000 450 02- .
- ◆ Press cable lock onto the relay lever ⇒ [page 154](#) .
- ◆ Insert relay lever together with cable lock.
- The catch -arrow 1- secures the relay lever.
- The cable lock -B- must be located behind the catch -arrow 4-.

The relay lever is secured with a clip -A- in the cover

- Detach the clip -A- and remove the relay lever -C- together with the cable lock -D-.

Note

- ◆ If the relay lever cannot be removed, the gearbox console must be removed if necessary -E-.
- ◆ To install, grease bearing points and friction surfaces with grease - G 000 450 02- .
- ◆ Press cable lock onto the relay lever ⇒ [page 154](#) .
- ◆ Insert relay lever together with cable lock.
- ◆ Secure the relay lever with a clip -A-.

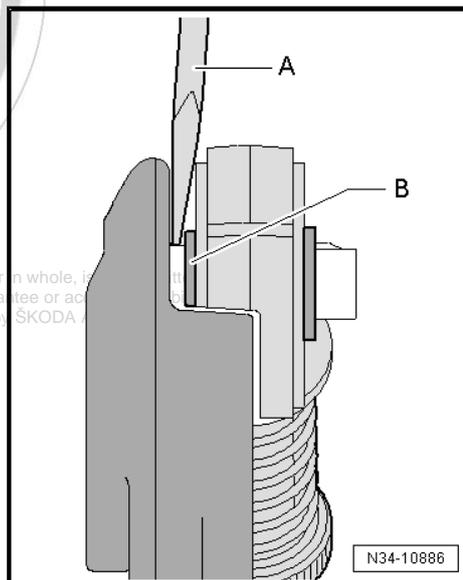


1.24.2 Remove and install cable lock for selector cable from plastic relay lever

Lever off cable lock for selector cable from plastic relay lever

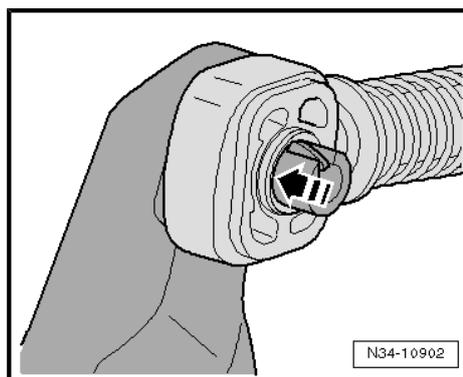
- The relay lever is removed.
- Position a cross-head screwdriver -A- between bushing -B- and relay lever.

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Press on cable lock

- The relay lever is removed.
- The cable lock must only be pressed onto the bushing -arrow-.
- The cable lock must move freely on the relay lever.
- It must be located behind the catch ⇒ [page 153](#) .



1.25 Removing and installing shift mechanism (Octavia II)

1.25.1 Removing

Special tools and workshop equipment required

◆ Grease - G 000 450 02-

i Note

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

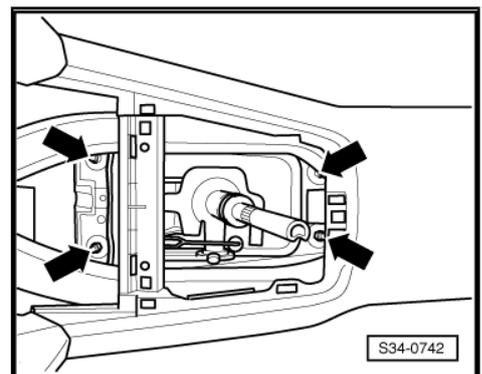
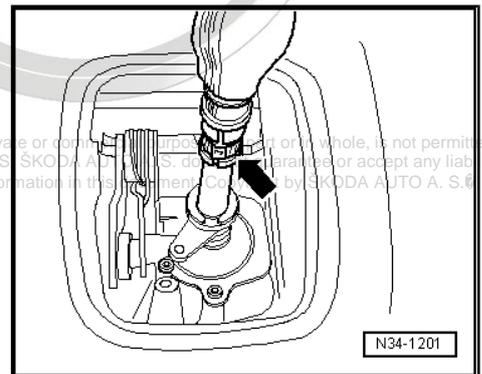
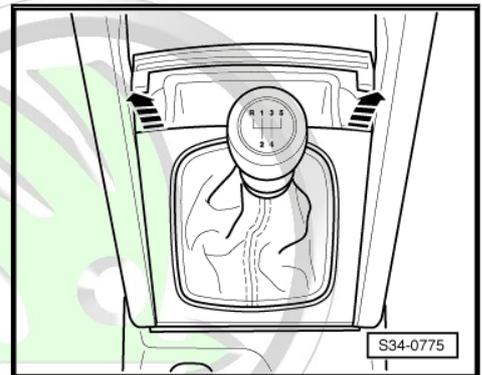
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Lever the collar upwards and out of centre console surround -arrows-.

i Note

To do so, the release tool - T30098- can be used.

- Open clamp -arrow- and pull off gearshift knob together with the collar.
- If present, detach the noise insulation.
- Removing ashtray ⇒ Body Work; Rep. gr. 68

- Unscrew nuts -arrows- attaching the shift housing.
- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .

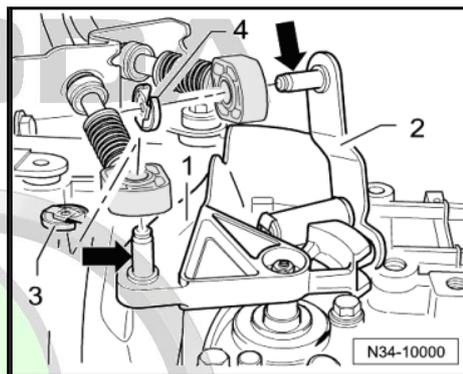


- Remove circlip -3- for shift cable from gearbox shift lever -1-.
- Pull off shift cable from the stud -arrow-.

Metal relay lever

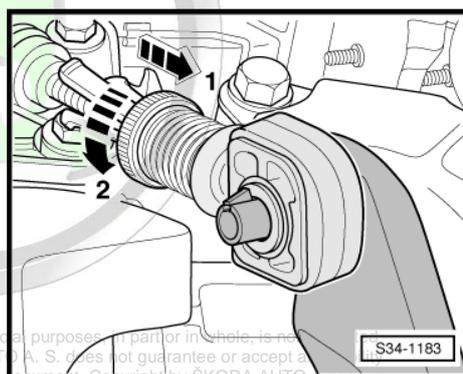
- Remove circlip -4- for the selector cable from relay lever -2-.
- Pull off selector cable from the stud -arrow-.

Plastic relay lever



In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.

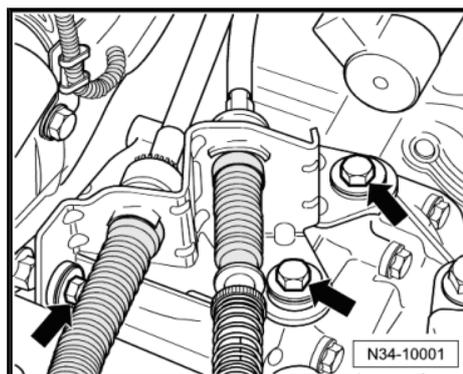
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.
- Remove the plastic relay lever together with the cable lock
⇒ [page 153](#) .



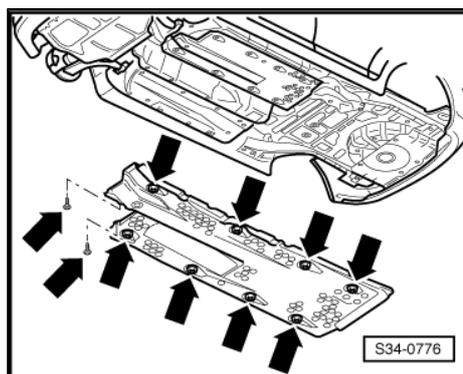
Continued for all gearshift mechanisms

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- Disconnect the Bowden cable support from gearbox -arrows-.
- If present, remove the sound dampening system ⇒ Body work; Rep. gr. 50 .



- Remove underbody cover on right and left -arrows-.



- Detach tunnel bridges -1- below the exhaust system ⇒ Engine; Rep. gr. 26 .
- Separate exhaust system at the clamping sleeve -arrows- and remove from the assembly carrier ⇒ Engine; Rep. gr. 26 .
- Support the front exhaust pipe.

 **Note**

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

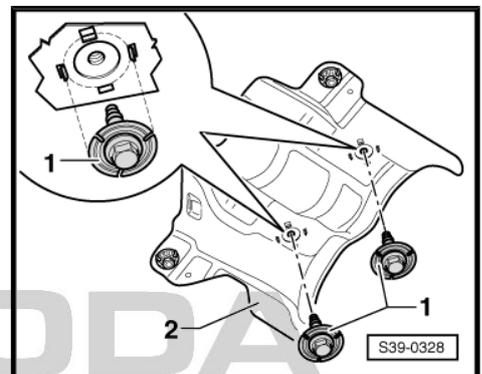
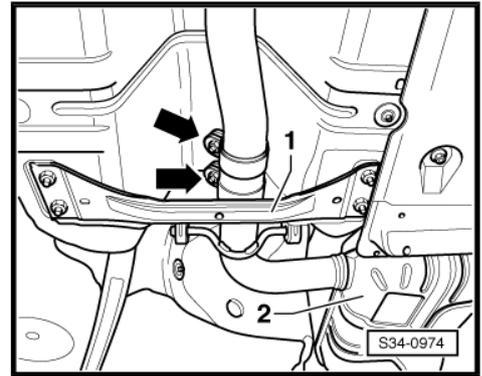
- Unhook the rear silencer -2- from the retaining straps.

For vehicles with four-wheel drive

- If necessary remove pre-exhaust pipe.
- Remove the rear part of the exhaust gas system ⇒ Engine; Rep. gr. 26 .
- Unscrew heat shield -2- for propshaft.
- Remove propshaft ⇒ [page 394](#) .

For all vehicles

- Remove the heat shield below the shift housing.
- Swivel shift housing down and remove with control cables.



1.25.2 Install

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

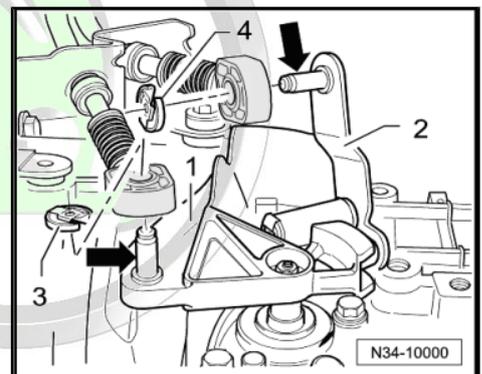
The holes in the cable locks have different diameters.

Assign cable locks ⇒ [page 140](#) .

- Apply a small quantity of grease - G 000 450 02- onto the studs -arrows- of the gearbox shift lever -1- and of the relay lever -2-.
- Replace circlips -3- and circlip -4- for the metal relay lever after each disassembly.
- Secure the shift cable with the lock washer -3- and secure the selector cable (for metal relay lever) with the lock washer -4-.

Cable lock with plastic relay lever

- The relay lever and the cable lock must be mounted together ⇒ [page 153](#) .
- Insert the selector cable into the cable lock.



Continued for all gearshift mechanisms

- Align shift housing parallel to vehicle body.
- The distance to the vehicle body must be the same on both sides.
- Installing ashtray ⇒ Body Work; Rep. gr. 68 .



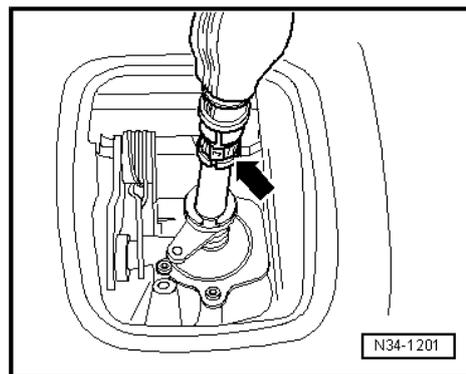
- Replace clamp -arrow-.

For vehicles with four-wheel drive

- Install propshaft ⇒ [page 394](#) .

For all vehicles

- Assemble exhaust system free of stress and attach tunnel bridges ⇒ Engine; Rep. gr. 26 .
- Install underbody cover on right and left ⇒ Body Work; Rep. gr. 50 .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .
- Setting the shift mechanism ⇒ [page 178](#) .
- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .



Note

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

- Connect earth strap of battery while paying attention to the notes in the ⇒ *Electrical System*; Rep. gr. 27 .

Tightening torques

Component	Nm
Shift housing to body	⇒ page 123 and ⇒ page 126
Cable support to gearbox	⇒ page 138
Underbody cover	⇒ Body Work; Rep. gr. 50

1.26 Remove and install shift mechanism (Octavia III)

1.26.1 Removing

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Special tools and workshop equipment required

- ◆ Release tool - T30098-
- ◆ Grease - G 000 450 02-



Note

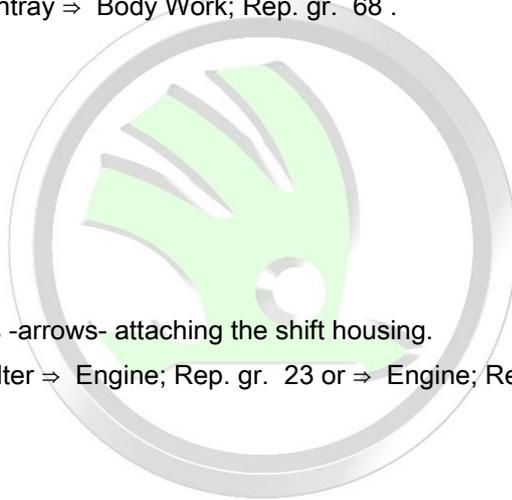
If the battery earth strap is disconnected and connected, carry out additional operations ⇒ *Electrical System*; Rep. gr. 27 .

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

- Push the unlocking tool - T30098- into the gap in the rear centre between decorative frame and control lever sleeve -arrow 1-.
- Use the unlocking tool - T30098- to lever the control lever the control lever sleeve carefully out of the centre console -arrow 2-.
- Pull gaiter upwards, inside out over gear knob.

ŠKODA

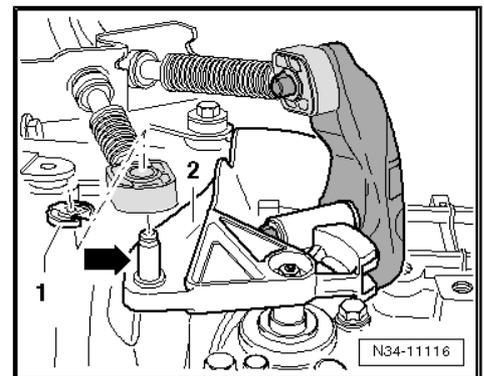
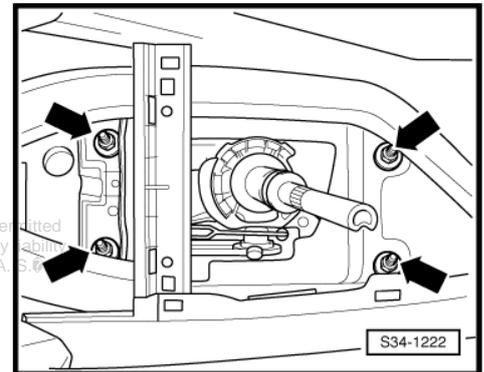
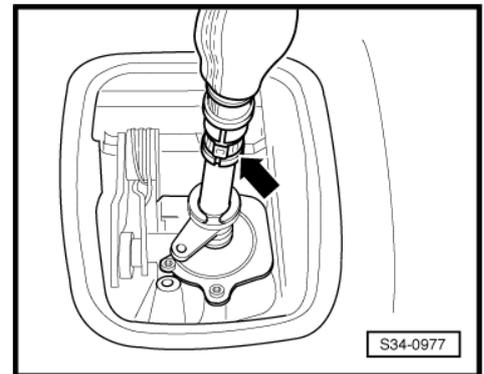
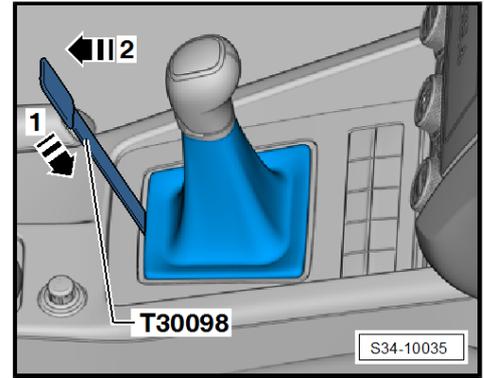
- Open clamp -arrow- and pull off gearshift knob together with the collar.
- Removing ashtray ⇒ Body Work; Rep. gr. 68 .



- Unscrew nuts -arrows- attaching the shift housing.
- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .

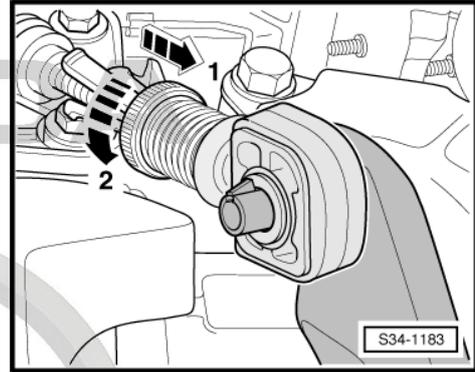
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- Remove lock washer -1- for shift cable from gearbox shift lever -2- and pull off the control cable from the stud -arrow-.

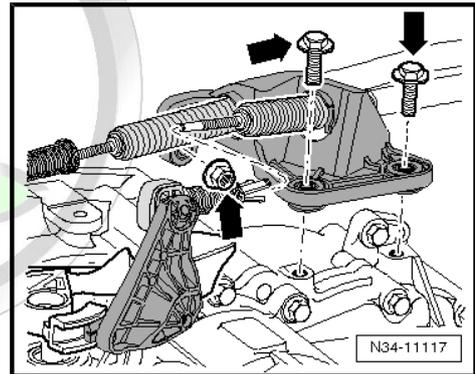


In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.

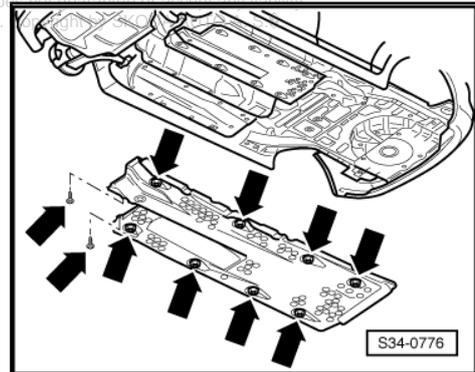
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.
- Remove plastic relay lever together with the cable lock ⇒ [page 153](#) .



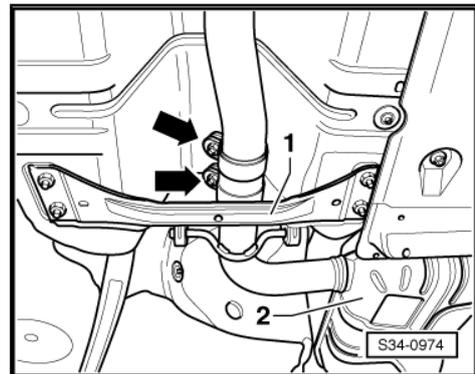
- Disconnect the Bowden cable support from gearbox -arrows-.
- If present, remove the sound dampening system ⇒ Body work; Rep. gr. 50 .



- Remove underbody cover on right and left -arrows-.



- Detach the tunnel bridge -1- below the exhaust system ⇒ Engine; Rep. gr. 26 .
- Separate exhaust system at the clamping sleeve -arrows- and remove from the assembly carrier ⇒ Engine; Rep. gr. 26 .
- Support the front exhaust pipe.



i Note

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

- Unhook the rear silencer -2- from the retaining straps.

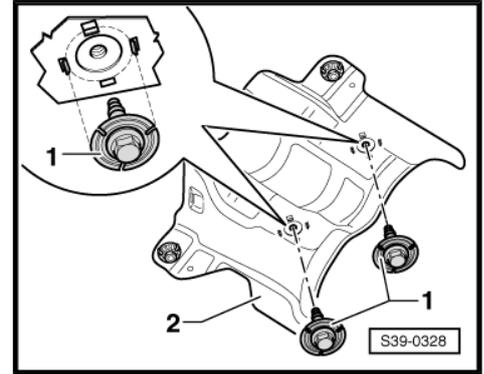
For vehicles with four-wheel drive

- If necessary remove pre-exhaust pipe.
- Remove the rear silencer ⇒ Engine; Rep. gr. 26 .

- Remove the heat shield -2- for the propshaft and the propshaft
⇒ [page 394](#) .

For all vehicles

- Remove the heat shield below the shift housing.
- Swivel shift housing down and remove with control cables.



1.26.2 Install

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

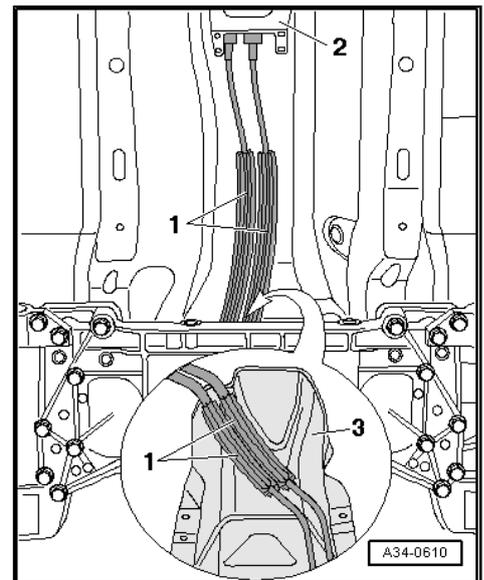
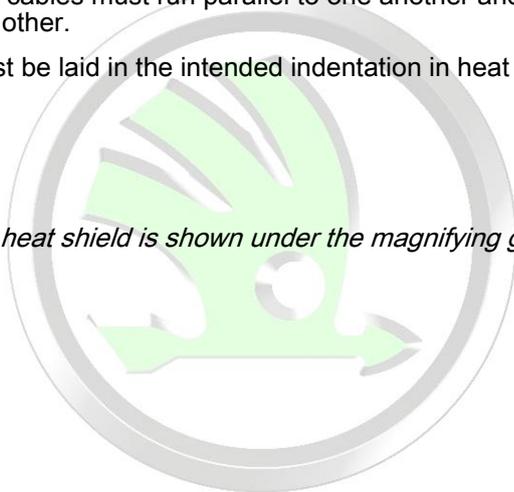
- Align shift housing parallel to vehicle body.
- The distance to the vehicle body must be the same on both sides.

Tighten shift housing.

- Route cables -1- from selector mechanism -2- to gearbox as follows:
- The control cables must run parallel to one another and not cross each other.
- Cables must be laid in the intended indentation in heat shield -3-.

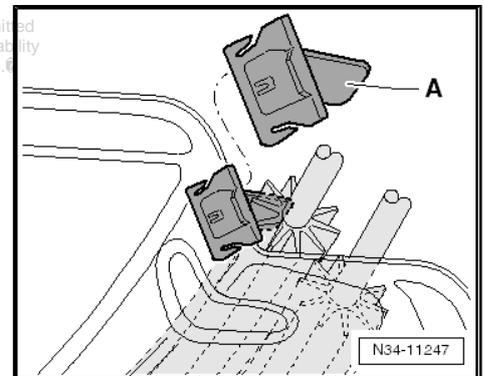
i Note

The top of the heat shield is shown under the magnifying glass.



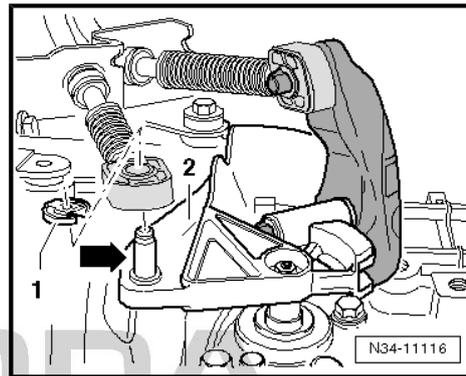
Clip -A- holds cables and heat shield together in position. The holes in the cable locks have different diameters.

Assign cable locks ⇒ [page 151](#)





- Apply a small quantity of grease - G 000 450 02- onto the stud -arrow- of the gearbox shift lever -2-.
- Replace circlip -1- after each removal.
- Secure the shift cable with the lock washer -1-.
- Mount the plastic relay lever together with the cable lock ⇒ [page 153](#) .
- Insert the selector cable into the cable lock.



For vehicles with four-wheel drive

- Install the propshaft and the heat shield for the propshaft ⇒ [page 394](#) .

For all vehicles

- Assemble exhaust system free of stress and attach tunnel bridges ⇒ Engine; Rep. gr. 26 .
- Install underbody cover on right and left ⇒ Body Work; Rep. gr. 50 .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .
- Install ashtray or storage compartment ⇒ Body Work; Rep. gr. 68 .
- Setting the shift mechanism ⇒ [page 178](#) .
- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .



Note

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

- Connect earth strap of battery while paying attention to the notes in the ⇒ Electrical System; Rep. gr. 27 .

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Tightening torques

Component	Nm
Shift housing to body	⇒ page 128
Cable support to gearbox	⇒ page 141
Underbody cover	⇒ Body Work; Rep. gr. 50

1.27 Removing and installing shift mechanism (Superb II)

1.27.1 Removing

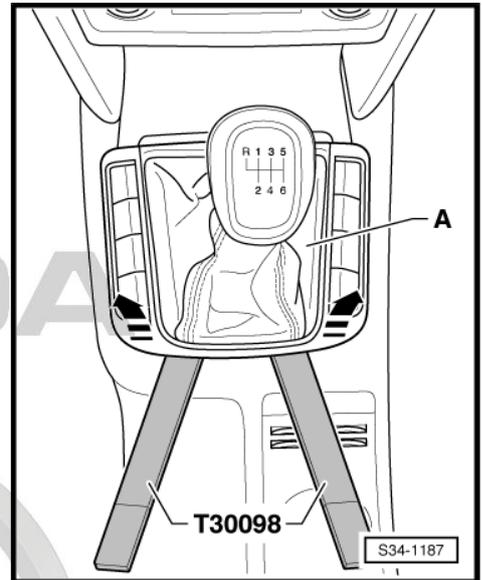
Special tools and workshop equipment required

- ◆ Release tool - T30098-
- ◆ Grease - G 000 450 02-

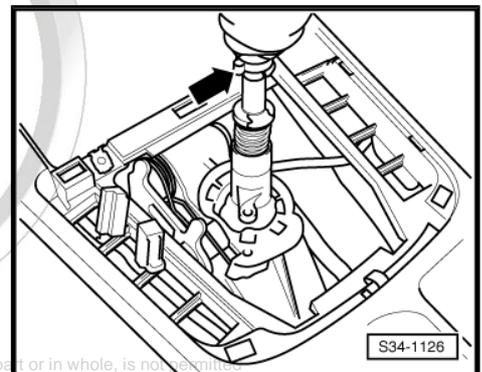
i Note

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

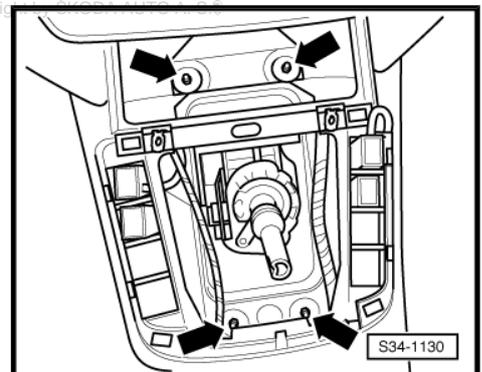
- Disconnect the battery-earth strap with the ignition off ⇒ *Electrical System; Rep. gr. 27*.
- Lever the collar -A- upwards and out of the centre console surround using the release tool - T30098- -arrows-.



- Open clamp -arrow- and pull off gearshift knob together with the collar.
- If present, detach the noise insulation.
- Removing ashtray ⇒ *Body Work; Rep. gr. 68*.



- Unscrew nuts -arrows- attaching the shift housing.
- Remove air filter ⇒ *Engine; Rep. gr. 23* or ⇒ *Engine; Rep. gr. 24*.



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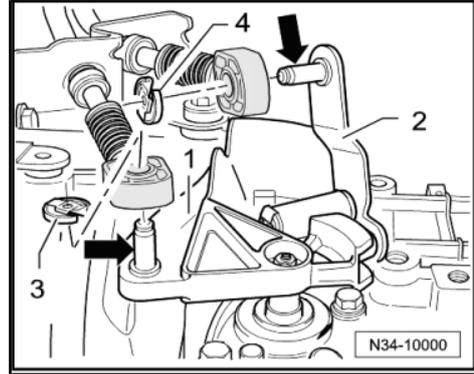


- Remove circlip -3- for shift cable from gearbox shift lever -1-.
- Pull off shift cable from the stud -arrow-.

Metal relay lever

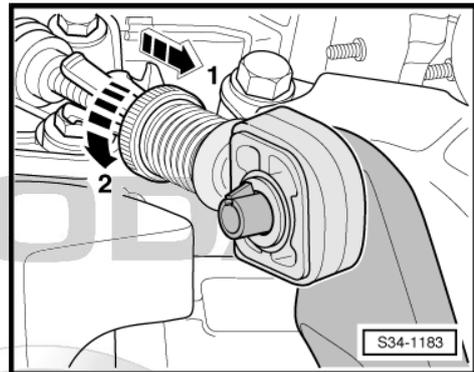
- Remove circlip -4- for the selector cable from relay lever -2-.
- Pull off selector cable from the stud -arrow-.

Plastic relay lever



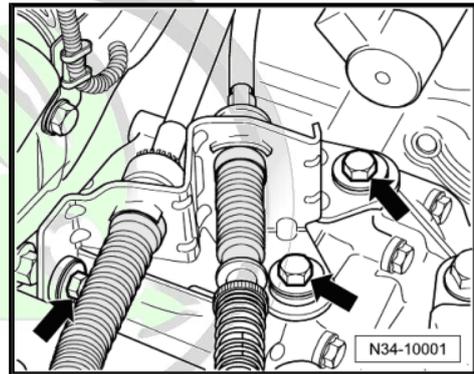
Separate cable lock from selector cable

- In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.
- Remove the plastic relay lever together with the cable lock ⇒ [page 153](#) .

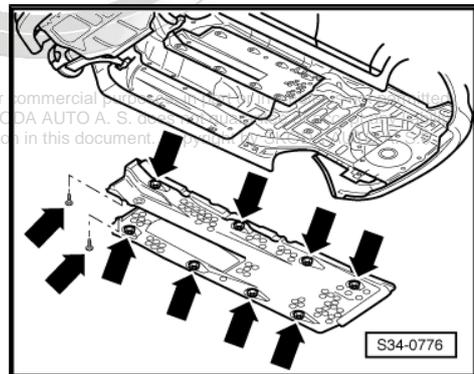


Continued for all gearshift mechanisms

- Disconnect the Bowden cable support from gearbox -arrows-.
- If present, remove the sound dampening system ⇒ Body work; Rep. gr. 50 .



- Remove underbody cover on right and left -arrows-.



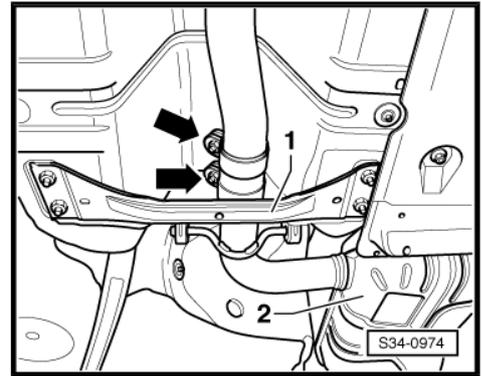
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- Detach the tunnel bridge -1- below the exhaust system ⇒ Engine; Rep. gr. 26 .
- Separate exhaust system at the clamping sleeve -arrows-.
- Support the front exhaust pipe.

i Note

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

- Unhook the rear silencer -2- from the retaining straps and remove the rear silencer.
- Remove pre-exhaust pipe ⇒ Engine; Rep. gr. 26 .



For vehicles with four-wheel drive

- Unscrew heat shield for propshaft.
- Remove propshaft ⇒ [page 394](#) .

For all vehicles

- Remove the heat shield below the shift housing.
- Swivel shift housing down and remove with control cables.

1.27.2 Install

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

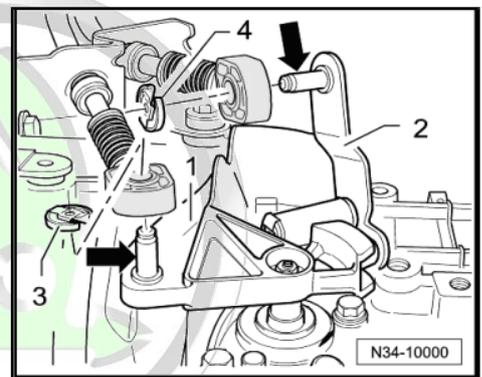
The holes in the cable locks have different diameters.

Assign cable locks ⇒ [page 140](#) .

- Apply a small quantity of grease - G 000 450 02- onto the studs -arrows- of the gearbox shift lever -1- and of the relay lever -2-.
- Replace circlips -3- and circlip -4- for the metal relay lever after each disassembly.
- Secure the shift cable with the lock washer -3- and secure the selector cable (for metal relay lever) with the lock washer -4-.

Cable lock with plastic relay lever

- Relay lever and cable lock must be installed together ⇒ [page 153](#) .
- Insert the selector cable into the cable lock.



Continued for all gearshift mechanisms

- Align shift housing parallel to vehicle body.
- The distance to the vehicle body must be the same on both sides.
- Installing ashtray ⇒ Body Work; Rep. gr. 68 .

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- Replace clamp and press together -arrow-.

For vehicles with four-wheel drive

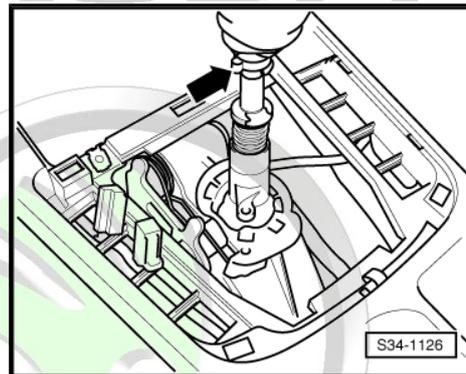
- Install propshaft ⇒ [page 394](#) .

For all vehicles

- Assemble exhaust system free of stress and attach tunnel bridges ⇒ Engine; Rep. gr. 26 .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .

Setting the shift mechanism ⇒ [page 178](#) .

- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .



Note

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

- Connect earth strap of battery while paying attention to the notes in the ⇒ Electrical System; Rep. gr. 27 .

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Tightening torques

Component	Nm
Shift housing to body	⇒ page 130
Cable support to gearbox	⇒ page 144
Underbody cover	⇒ Body Work; Rep. gr. 50

1.28 Removing and installing shift mechanism (Yeti)

1.28.1 Removing

Special tools and workshop equipment required

- ◆ Release tool - T30098-
- ◆ Grease - G 000 450 02-

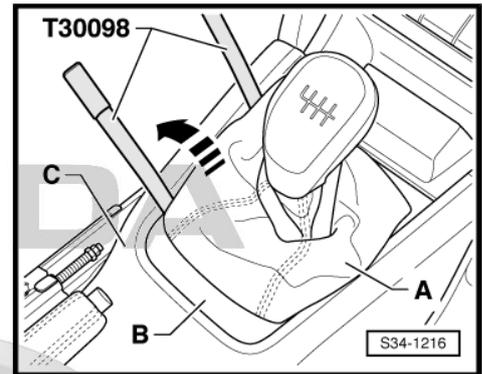


Note

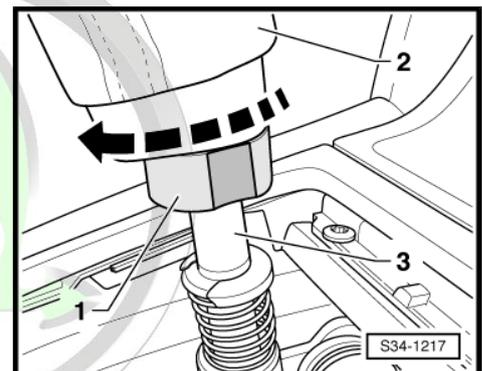
If the battery earth strap is disconnected and connected, carry out a few additional operations ⇒ Electrical System; Rep. gr. 27 .

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

- Lever the collar -A- together with the surround -B- off the centre console -C- using the release tool - T30098-
-direction of arrow-.
- Pull the collar upwards over the gearshift knob.

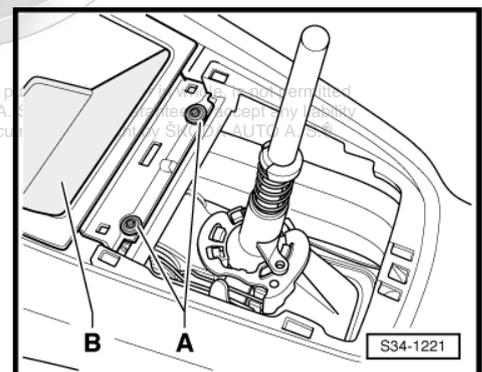


- Turn locking mechanism -1- by 45° to the right
-direction of arrow-.
- Pull off the gearshift knob together with the collar -2- from the shift lever -3-.

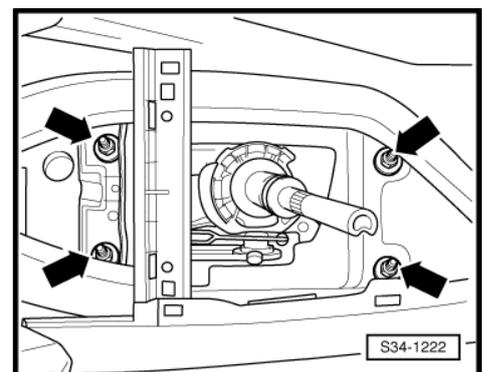


- Release screws -A- and remove ashtray or storage compartment -B- ➔ Body Work; Rep. gr. 68 .

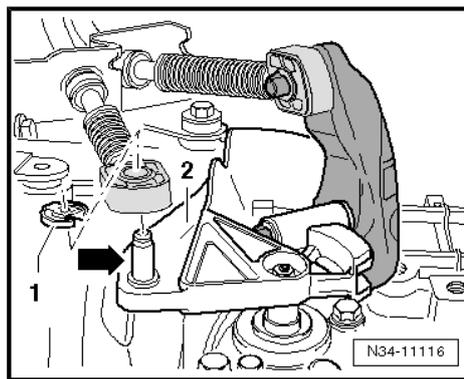
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- Unscrew nuts -arrows- attaching the shift housing.
- Remove air filter ➔ Engine; Rep. gr. 23 or ➔ Engine; Rep. gr. 24 .

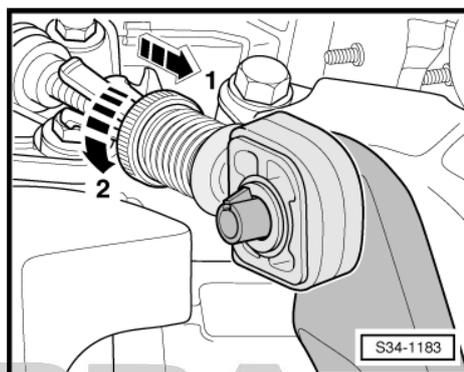


- Remove lock washer -1- for shift cable from gearbox shift lever -2- and pull off the control cable from the stud -arrow-.

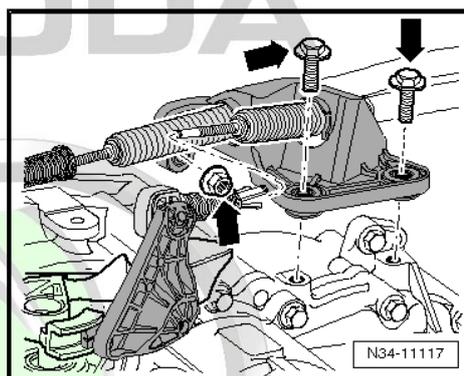


In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.

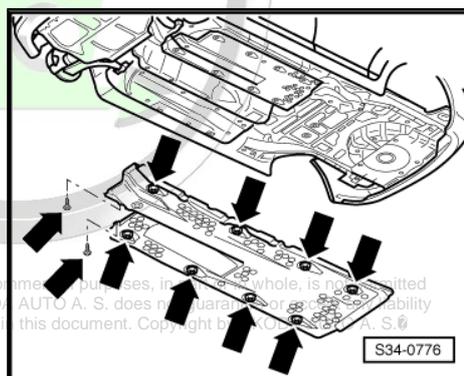
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.
- Remove the plastic relay lever together with the cable lock ⇒ [page 153](#) .



- Disconnect the Bowden cable support from gearbox -arrows-.
- If present, remove the sound dampening system ⇒ Body work; Rep. gr. 50 .



- Remove underbody cover on right and left -arrows-.



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- Detach the tunnel bridge -1- below the exhaust system ⇒ Engine; Rep. gr. 26 .
- Separate exhaust system at the clamping sleeve -arrows- and remove from the assembly carrier ⇒ Engine; Rep. gr. 26 .
- Support the front exhaust pipe.

i Note

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

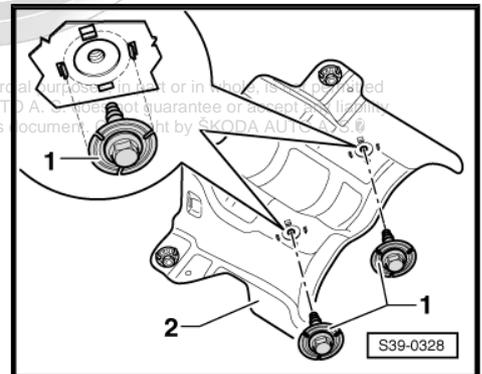
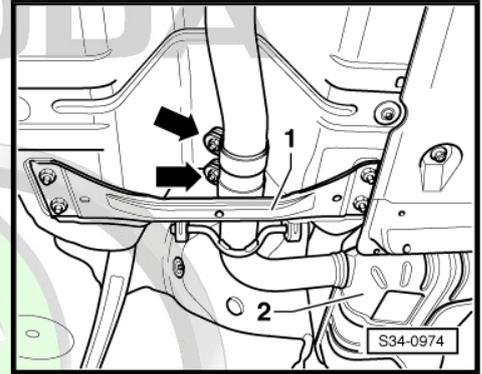
- Unhook the rear silencer -2- from the retaining straps.

For vehicles with four-wheel drive

- If necessary remove pre-exhaust pipe.
- Remove the rear part of the exhaust gas system ⇒ Engine; Rep. gr. 26 .
- Remove the heat shield -2- for the propshaft and the propshaft ⇒ [page 394](#) .

For all vehicles

- Remove the heat shield below the shift housing.
- Swivel shift housing down and remove with control cables.



1.28.2 Install

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

- Align shift housing parallel to vehicle body.
- The distance to the vehicle body must be the same on both sides.

Tighten shift housing.

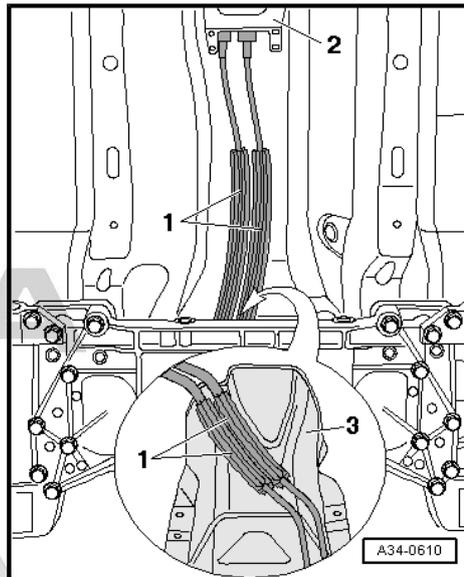


- Lay the control cables -1- from the gearshift mechanism -2- to the gearbox as follows:
- The control cables must run parallel to one another and not cross each other.
- The control cables must be routed in the recess, provided for this, in the heat shield -3-.



Note

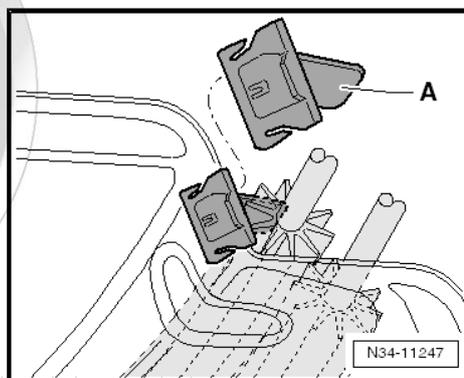
The top of the heat shield is shown under the magnifying glass.



The control cables and the heat shield are held in position to one another by the clip -A-.

The holes in the cable locks have different diameters.

Assign cable locks ➔ [page 151](#)



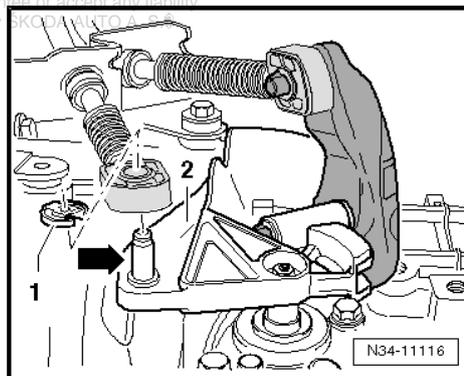
- Apply a small quantity of grease - G 000 450 02- onto the stud -arrow- of the gearbox shift lever -2-.
- Replace circlip -1- after each removal.
- Secure the shift cable with the lock washer -1-.
- Mount the plastic relay lever together with the cable lock ➔ [page 153](#) .
- Insert the selector cable into the cable lock.

For vehicles with four-wheel drive

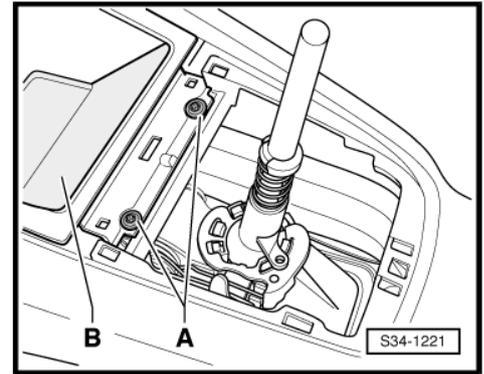
- Install the propshaft and the heat shield for the propshaft ➔ [page 394](#) .

For all vehicles

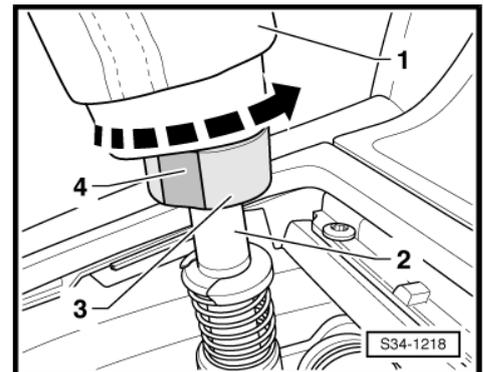
- Assemble exhaust system free of stress and attach tunnel bridges ➔ Engine; Rep. gr. 26 .
- Install underbody cover on right and left ➔ Body Work; Rep. gr. 50 .
- Install the noise insulation ➔ Body Work; Rep. gr. 50 .



- Install ashtray or storage compartment -B- and tighten the screws -A- ➔ Body Work; Rep. gr. 68 .
- Setting the shift mechanism ➔ [page 178](#) .



- Turn collar -1- inside out.
- Push the gearshift knob together with the collar -1- as far as the stop onto the shift lever -2-.
- Turn locking mechanism -1- by 45° to the left -direction of arrow-. While doing so, the surface -4- must point to the driver or front passenger seat.
- Install air filter ➔ Engine; Rep. gr. 23 or ➔ Engine; Rep. gr. 24 .



i Note

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

- Connect earth strap of battery while paying attention to the notes in the ➔ Electrical System; Rep. gr. 27 .

Tightening torques

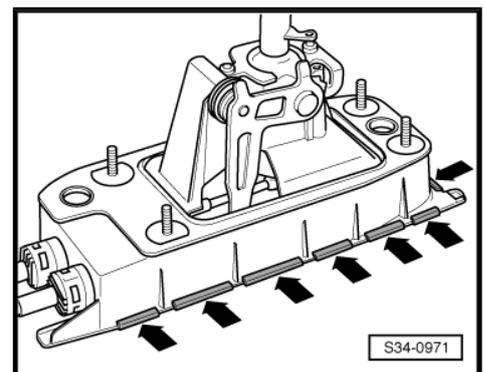
Component	Nm
Shift housing to body	➔ page 132
Cable support to gearbox	➔ page 149
Underbody cover	➔ Body Work; Rep. gr. 50

1.29 Removing and installing shift mechanism and selector cable (Octavia II)

1.29.1 Removing

- Removing shift mechanism ➔ [page 154](#) .
- Bend up tabs -arrows- of cover for the shift mechanism using a screwdriver and remove cover.
- Remove gasket ring.

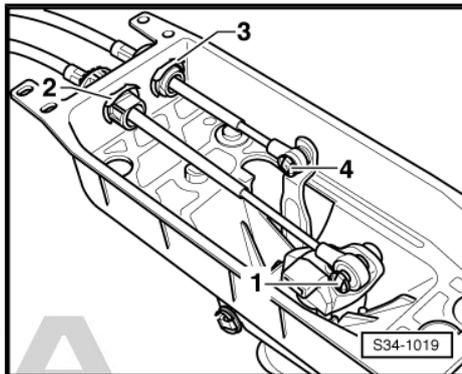
Vehicles up to 10.2006





- Remove circlips -1,2,3,4- and remove shift cable and selector cable from shift housing.

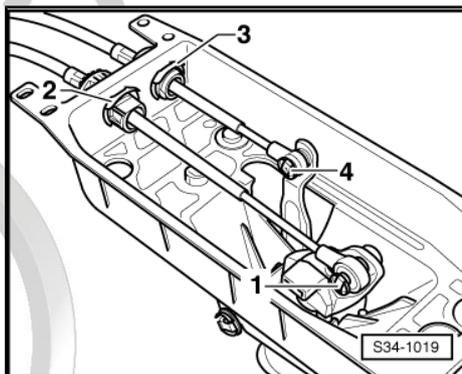
Vehicles as of 11.2006



- Remove lock washers -2 and 3- (lock washers -1 and 4- are no longer available), selector cable and shift cable must be levered off from the shift lever or selector lever e.g. with a screwdriver.

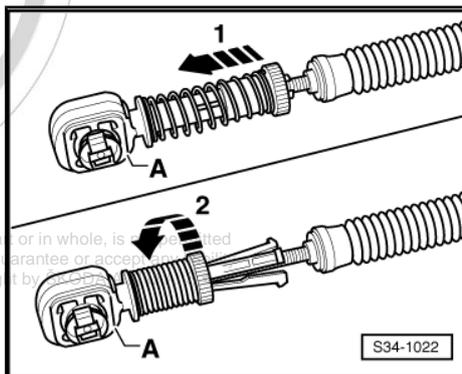
Continued for all vehicles

- Remove shift cable and selector cable from shift housing.



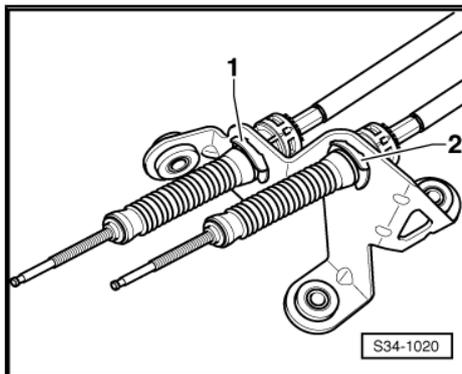
Unlock catches -A- for shift cable and selector cable as follows:

- Slide sliding sleeve forwards up to the stop -arrow 1-.
- Turn sliding sleeve to the right up to the stop -arrow 2- until it locks audibly.
- Remove the catches from the cables.



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- Remove circlips -1- and -2-.
- Remove the cable support from the cables.

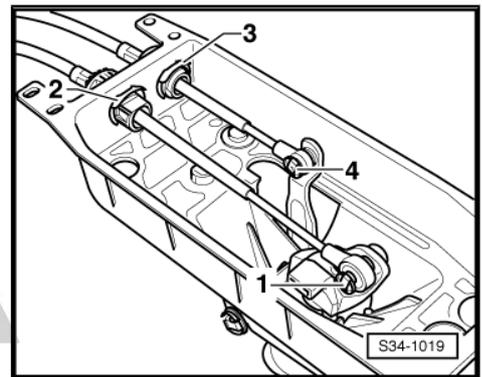


1.29.2 Install

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

Vehicles up to 10.2006

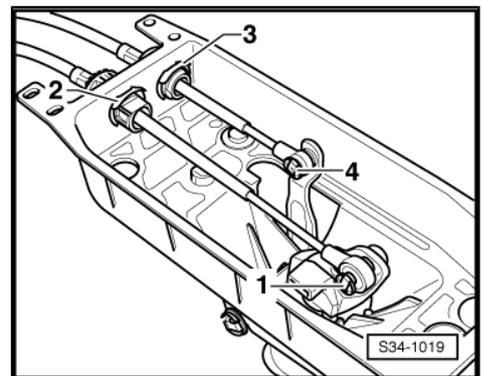
- Attach shift cable and selector cable to shift housing with circlips -2 and 3-.
- Press the shift cable and the selector cable onto the shift lever and fasten the selector lever in the shift housing with lock washers -1 and 4-.



Vehicles as of 11.2006

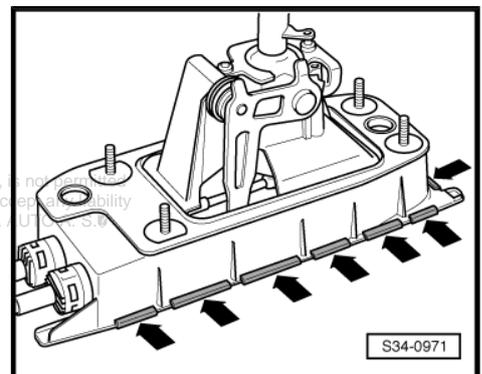
ŠKODA

- Attach shift cable and selector cable to shift housing with circlips -2 and 3-.
- Press shift cable and selector cable onto shift lever and selector lever into shift housing (lock washers -1 and 4- are no longer available).



Continued for all vehicles

- Install gasket and attach cover for shift mechanism by pressing on the tabs -arrows- onto the shift housing.
- Installing shift mechanism ⇒ [page 154](#) .
- Setting the shift mechanism ⇒ [page 178](#) .

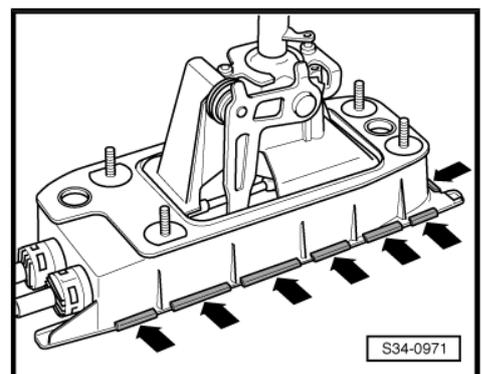


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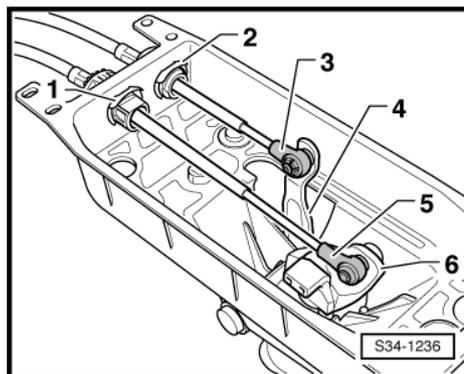
1.30 Remove and install shift mechanism and selector cable (Octavia III)

1.30.1 Removing

- Remove selector mechanism ⇒ [page 158](#) .
- Bend up tabs -arrows- of cover for the shift mechanism using a screwdriver and remove cover.
- Remove gasket ring.

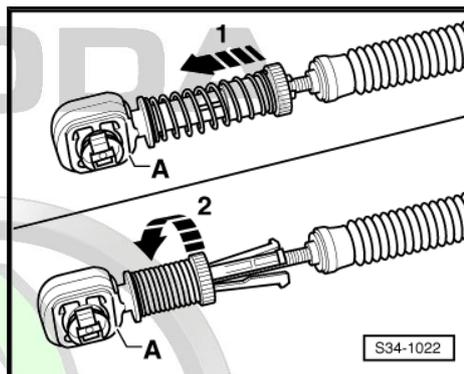


- Remove circlips -1 and 2-.
- Lever off the selector cable -3- from the selector angle plate -4- and the shift cable -5- from the shift lever guide -6-.
- Remove shift cable and selector cable from shift housing.

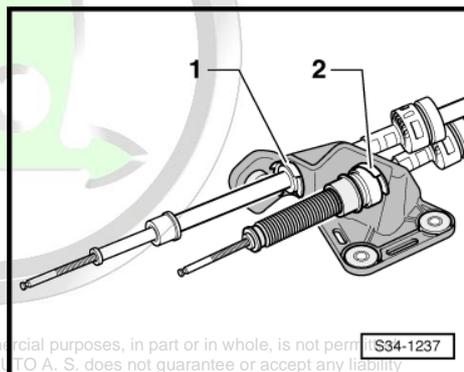


Unlock catches -A- for shift cable and selector cable as follows:

- Slide sliding sleeve forwards up to the stop -arrow 1-.
- Turn sliding sleeve to the right up to the stop -arrow 2- until it locks in place.
- Remove the catches from the cables.



- Remove circlips -1- and -2-.
- Remove the cable support from the cables.

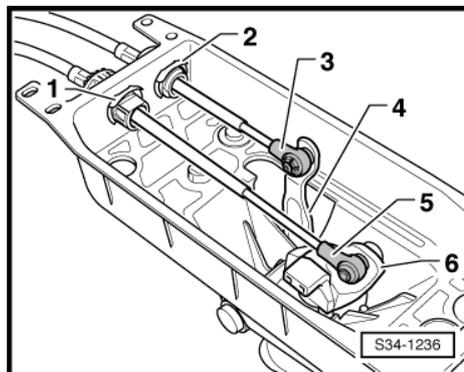


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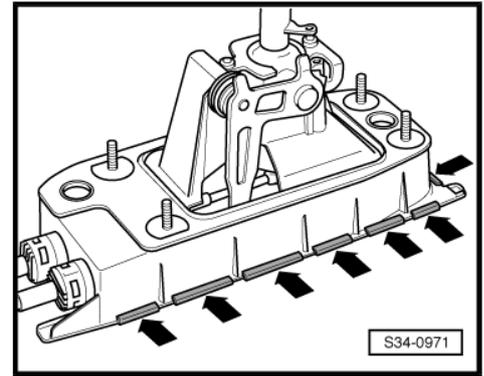
1.30.2 Install

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

- Push the selector cable -3- onto the selector lever -4- and the shift cable -5- onto the shift lever guide -6-.
- Attach shift cable and selector cable to shift housing with circlips -1 and 2-.



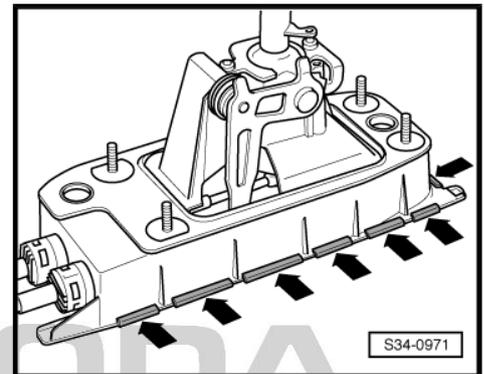
- Install gasket and attach cover for shift mechanism by pressing on the tabs -arrows- onto the shift housing.
- Install selector mechanism ⇒ [page 158](#) .
- Setting the shift mechanism ⇒ [page 178](#) .



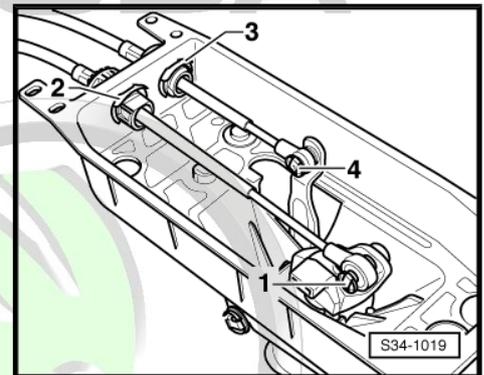
1.31 Removing and installing shift mechanism and selector cable (Superb II)

1.31.1 Removing

- Removing shift mechanism ⇒ [page 162](#) .
- Bend up tabs -arrows- of cover for the shift mechanism using a screwdriver and remove cover.
- Remove gasket ring.

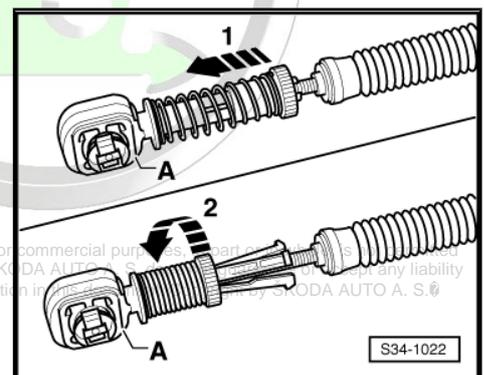


- Remove lock washers -2 and 3- (lock washers -1 and 4- are no longer available), selector cable and shift cable must be levered off from the shift lever or selector lever e.g. with a screwdriver.
- Remove shift cable and selector cable from shift housing.



Unlock catches -A- for shift cable and selector cable as follows:

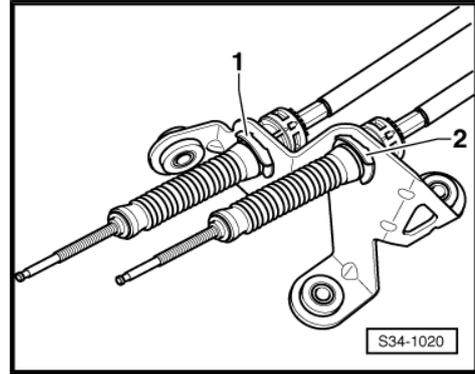
- Slide sliding sleeve forwards up to the stop -arrow 1-.
- Turn sliding sleeve to the right up to the stop -arrow 2- until it locks audibly.
- Remove the catches from the cables.



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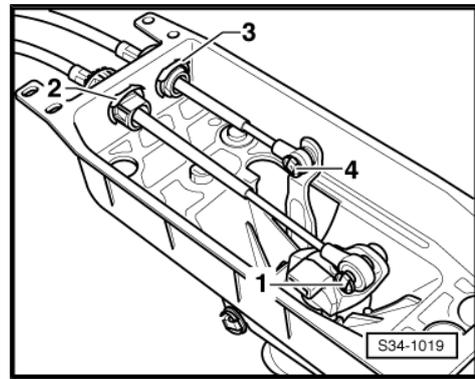
- Remove circlips -1- and -2-.
- Remove the cable support from the cables.



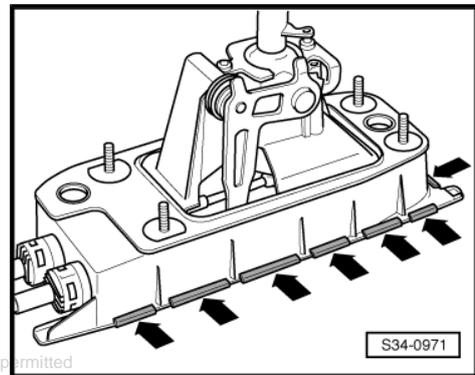
1.31.2 Install

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

- Attach shift cable and selector cable to shift housing with circlips -2 and 3-.
- Press shift cable and selector cable onto shift lever and selector lever into shift housing (lock washers -1 and 4- are no longer available).



- Install gasket and attach cover for shift mechanism by pressing on the tabs -arrows- onto the shift housing.
- Installing shift mechanism ⇒ [page 162](#) .
- Setting the shift mechanism ⇒ [page 178](#) .



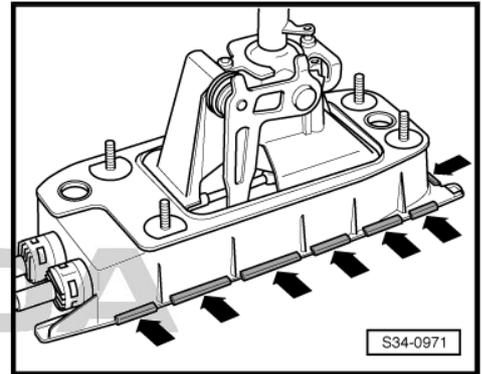
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1.32 Removing and installing shift cable and selector cable (Yeti)

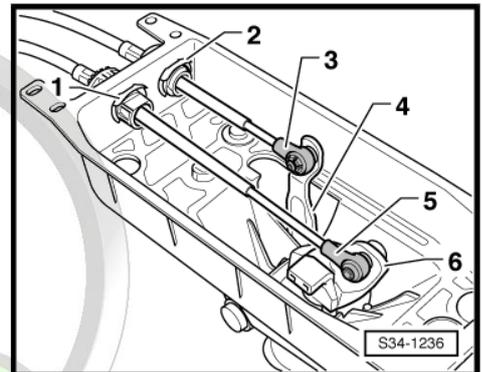
1.32.1 Removing

- Removing shift mechanism ⇒ [page 166](#) .

- Bend up tabs -arrows- of cover for the shift mechanism using a screwdriver and remove cover.
- Remove gasket ring.

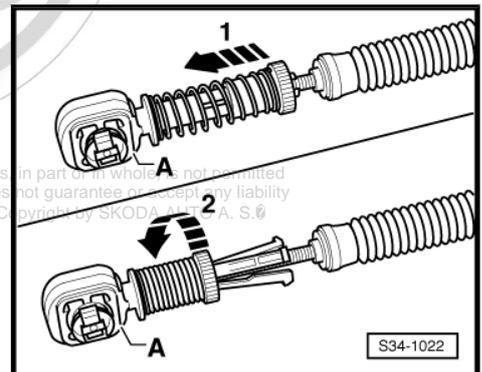


- Remove circlips -1 and 2-.
- Lever off the selector cable -3- from the selector angle plate -4- and the shift cable -5- from the shift lever guide -6-.
- Remove shift cable and selector cable from shift housing.

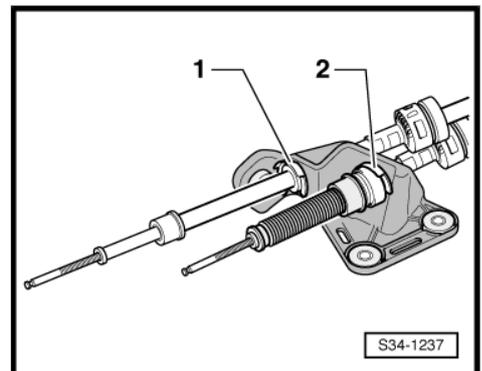


Unlock catches -A- for shift cable and selector cable as follows:

- Slide sliding sleeve forwards up to the stop -arrow 1-.
- Turn sliding sleeve to the right up to the stop -arrow 2- until it locks audibly.
- Remove the catches from the cables.



- Remove circlips -1- and -2-.
- Remove the cable support from the cables.

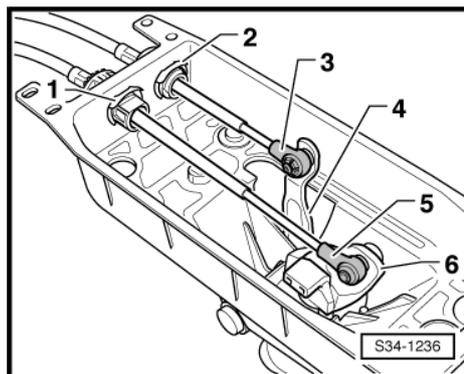


1.32.2 Install

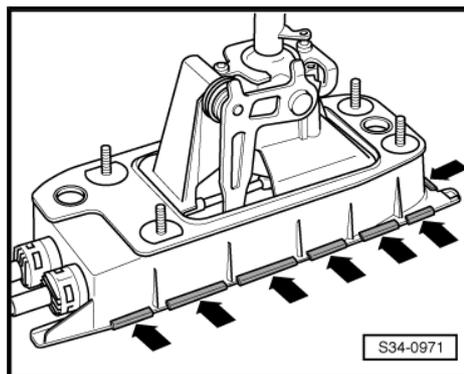
Installation is performed in the reverse order, pay attention to the following points:



- Push the selector cable -3- onto the selector lever -4- and the shift cable -5- onto the shift lever guide -6-.
- Attach shift cable and selector cable to shift housing with circlips -1 and 2-.



- Install gasket and attach cover for shift mechanism by pressing on the tabs -arrows- onto the shift housing.
- Installing shift mechanism ⇒ [page 166](#) .
- Setting the shift mechanism ⇒ [page 178](#) .



1.33 Setting the shift mechanism

Special tools and workshop equipment required

- ◆ Rig pin - T10027A-
- ◆ Release tool - T30098-



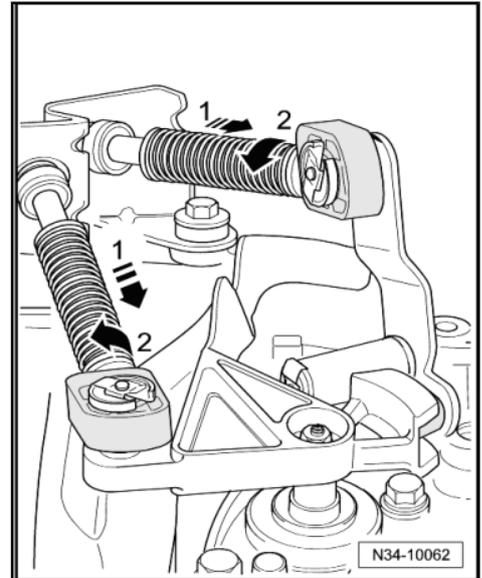
Note

The following are required for correct setting of the shift mechanism:

- Gearbox, clutch and clutch control in perfect condition
- Shift mechanism operates freely
- Operating and transmission elements of the shift mechanism are in perfect condition
- Gearbox in Neutral
- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .

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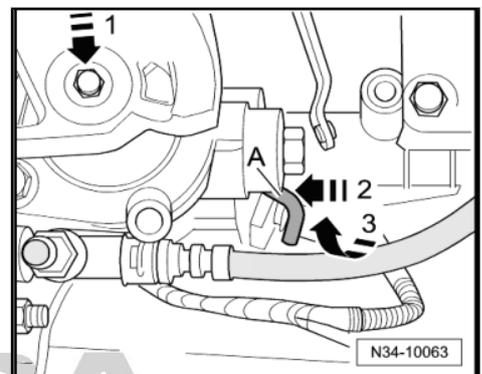
- Pull forward the locking mechanism at shift cable and at selector cable as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.



Fix the gearshift shaft as follows:

- Press down the gearshift shaft in -direction of arrow 1-.
- When pressing down the gearshift turn the angle lever -A- in -direction of arrow 3- upwards and while doing so press it simultaneously in -direction of arrow 2-, until it locks into the gearshift shaft.

For vehicles Octavia II



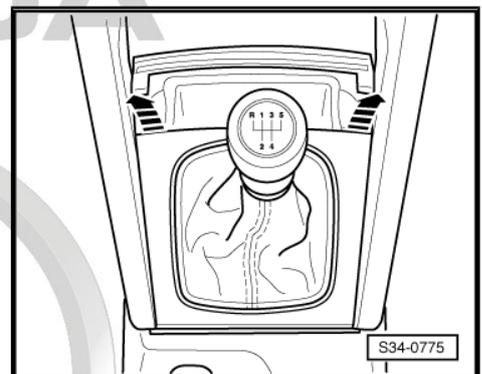
- Lever the collar upwards and out of centre console surround -arrows-.



Note

To do so, the release tool - T30098- can be used.

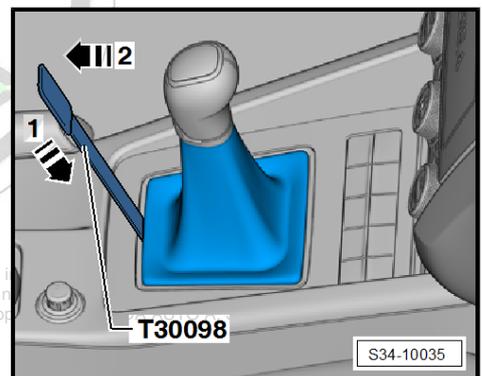
For vehicles Octavia III



- Push the unlocking tool - T30098- into the gap in the rear centre between decorative frame and control lever sleeve -arrow 1-.
- Use the unlocking tool - T30098- to lever the control lever the control lever sleeve carefully out of the centre console -arrow 2-.
- Pull gaiter upwards, inside out over gear knob.

For vehicles Superb II

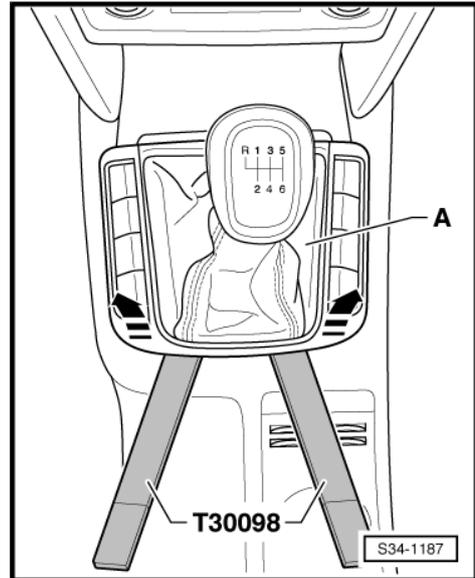
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- Lever the collar -A- upwards and out of the centre console surround using the release tool - T30098- -arrows-.

For vehicles Yeti



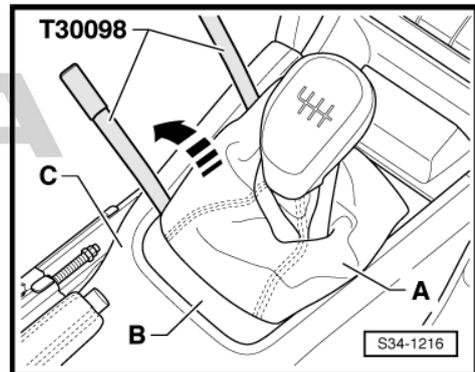
- Lever the collar -A- together with the surround -B- off the centre console -C- using the release tool - T30098- -direction of arrow-.
- Pull the collar upwards over the gearshift knob.

For all vehicles

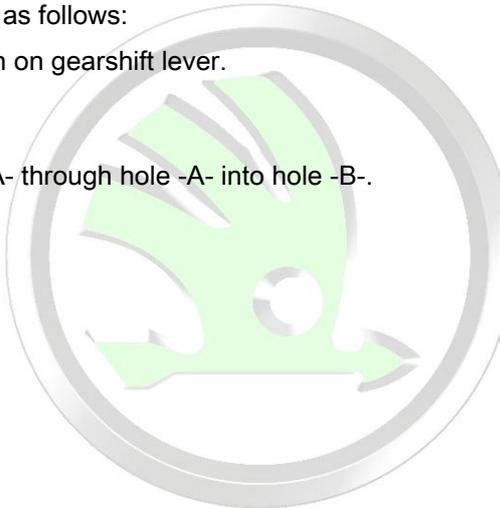
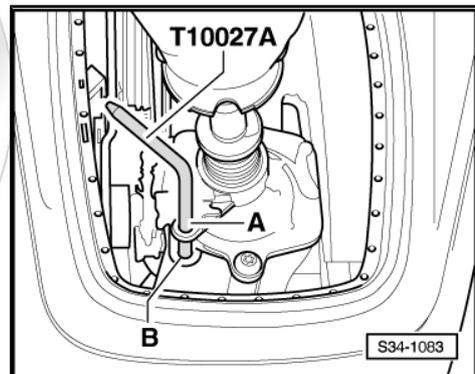
- If present, remove the noise insulation.

Now fix the gearshift lever as follows:

- Engage neutral position on gearshift lever.



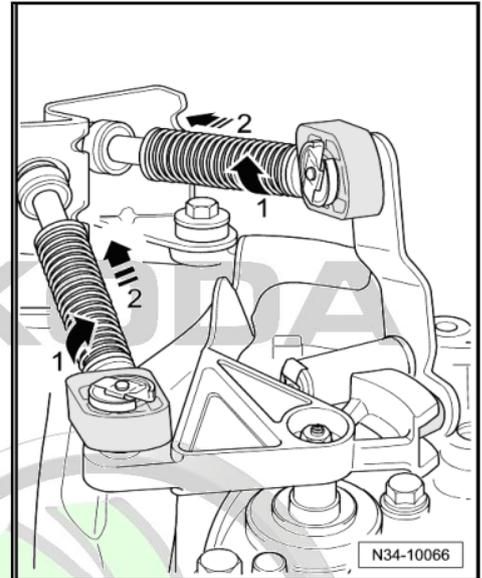
- Insert rig pin - T10027A- through hole -A- into hole -B-.



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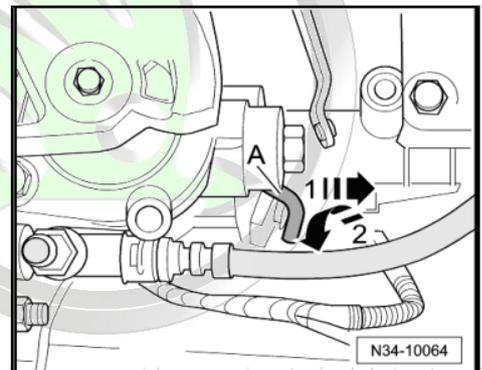
- Turn locking mechanism at shift cable and at selector cable to the right up to the stop in -direction of arrow 1-.

The spring pushes the locking mechanism into the initial position -direction of arrow 2-.



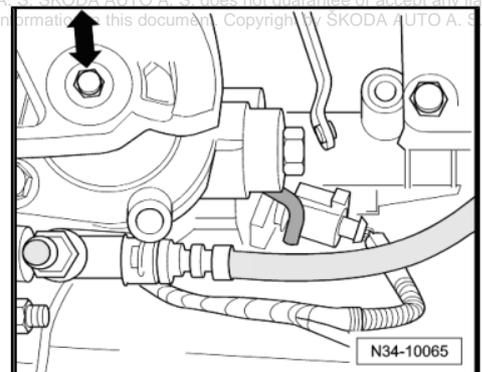
- Turn angle lever -A- back to the initial position -in direction of arrow 2-.

The angle lever -A- must be pressed out of the gearbox in -direction of arrow 1-.

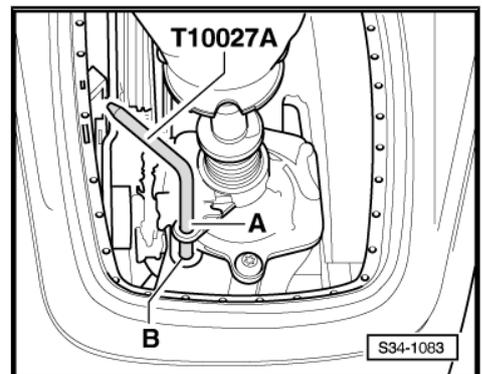


The gearshift shaft must now move in the -direction of the arrow-.

- Pull rig pin - T10027A- out of hole -A- and -B-.



For vehicles Octavia II and Yeti

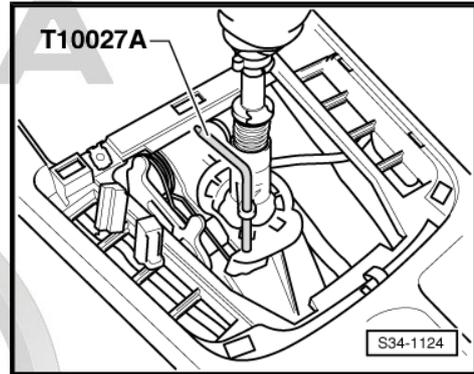


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For vehicles Superb II

- If present, install the noise insulation.
- Press collar into the cover.
- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .



1.33.1 Operation

- Shift lever must be positioned in Neutral position in selector lever gate of the 3rd/4th gear.
- Actuate clutch pedal.
- Shift through all gears several times. Pay particular attention to proper operation of the reverse gear lock.

If a gear catches when engaged again, set the shift mechanism once again ⇒ [page 178](#) .

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2 Removing and installing the gearbox

Remove gearbox - front-wheel drive (Octavia II and Superb II)
⇒ [page 183](#) .

Remove gearbox - four-wheel drive (Octavia II and Superb II)
⇒ [page 192](#) .

Remove gearbox - front-wheel drive (Yeti and Octavia III)
⇒ [page 202](#) .

Remove gearbox - four-wheel drive (Yeti and Octavia III)
⇒ [page 209](#) .

Transport gearbox ⇒ [page 217](#) .

Install gearbox - front-wheel drive and four-wheel drive (Octavia II and Superb II) ⇒ [page 217](#) .

Tightening torques Octavia II and Superb II ⇒ [page 219](#) .

Install gearbox - front-wheel drive and four-wheel drive (Yeti and Octavia III) ⇒ [page 220](#) .

2.1 Removing gearbox - front-wheel drive (Octavia II and Superb II)

Special tools and workshop equipment required

- ◆ Adapter - MP3-419/40 (VW 771/40)-
- ◆ Gearbox attachment device - MP3-478 (3336)-
- ◆ Hose clamps - MP7-602 (3094)-
- ◆ Supporting device - T30099-
- ◆ Hook for MP9-200 and T30099 - MP9-200/10 (10-222A/10)-
- ◆ Base - T30099/1-
- ◆ Gearbox mount - 3282-
- ◆ Adjusting plate - 3282/33-
- ◆ Adjusting plate - 3282/31-
- ◆ Engine and gearbox jack , e.g. -V.A.G 1383A-
- ◆ Adapter - MP9 200/18 (10-222 A /18)-
- ◆ Closing tool - T10249-
- ◆ Thread repair set , e.g. -VAS 6024-
- ◆ Tensioning strap - T10038-
- ◆ Support - T10346-
- ◆ Grease for plug serration of clutch disc - G 000 100-
- Remove engine cover ⇒ engine; Rep. gr. 10 .

Note

- ◆ *All cable straps which are detached or cut open when removing, should be fitted on again in the same place when installing.*
- ◆ *After 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 air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .

For vehicles Octavia II

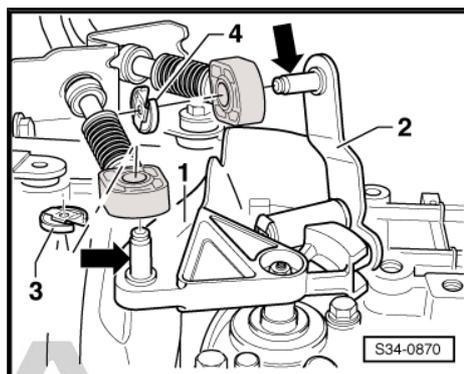
- Remove the cooling water tank cover ⇒ Body Work; Rep. gr. 66 .

For all vehicles

- Remove lock washer -3- for shift cable from gearbox shift lever -1- and pull off the shift cable from the stud -arrow-.

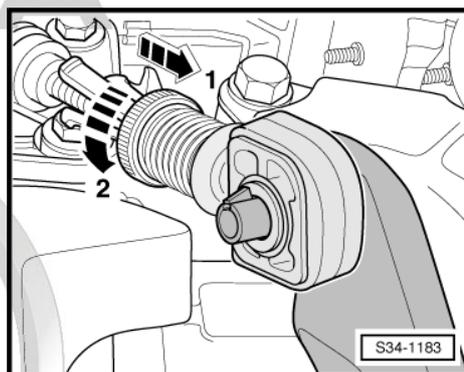
Metal relay lever

- Remove lock washer -4- for selector cable from relay lever -2- and pull off the selector cable from the stud -arrow-.



Plastic relay lever

- In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.



For all vehicles

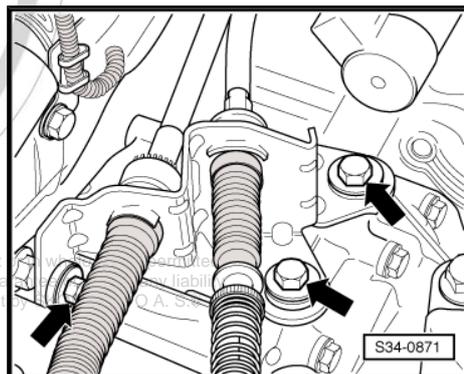
- Disconnect cable support from gearbox -arrows-, lay aside and tie up.

A tube-hose line or a plastic line is fitted between the master cylinder and the bleeder.

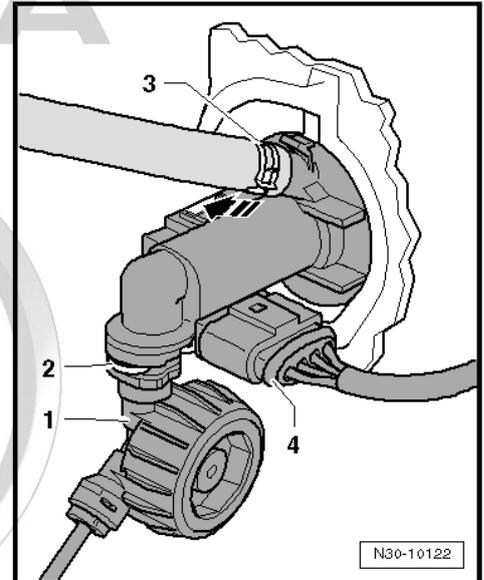


Note

When performing the following work, make sure that no brake fluid comes into contact with the frame side rail or the gearbox. If this is the case, these points must be cleaned thoroughly.



If a plastic line is fitted, then the plastic return hose -3- must be removed at the master cylinder and closed with a suitable tool e.g. -T10249/1- (do not use hose clamp - MP7-602 - , otherwise the return hose -3- can get damaged).



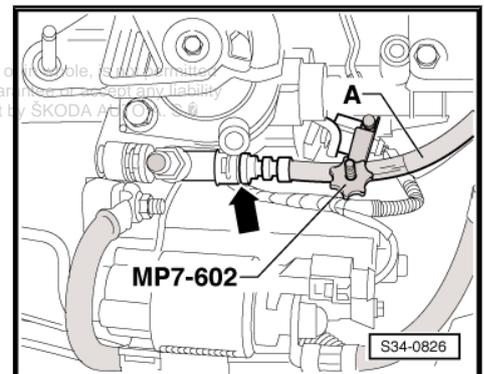
If a tube-hose line is fitted, pinch off the hose for the tube-hose line -A- to the master cylinder with the hose clamp - MP7-602 (3094)- (do not use the hose clamp - MP7-602- for the plastic line -A-).

- Pull out retaining clip -arrow- for tube-hose line and/or plastic line up to the stop.
- Pull out the tube-hose line and/or plastic line from the bleeder/slave cylinder and close in a suitable manner.



Caution

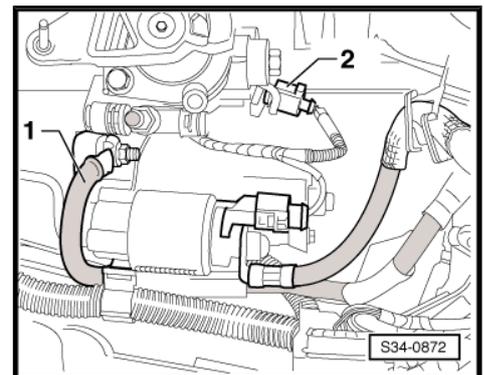
After removing the tube-hose line, do not operate the clutch pedal.



- Remove earth strap -1- from top starter.
- Disconnect plug -2- of the reversing light switch - F4- .
- Disconnect connector and cables from the starter.
- Remove engine/gearbox connecting screws at the top.
- Remove fixing screw for starter at the top.

For vehicles Octavia II

If hose and cable connections are located in the area of the lifting eye of the engine for the supporting device - T30099- , these must now be removed.



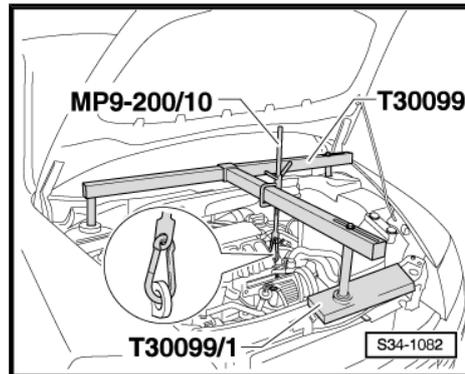


- Fit supporting device - T30099- .
- Slightly take up the weight of the engine/gearbox unit via the spindle, do not raise.

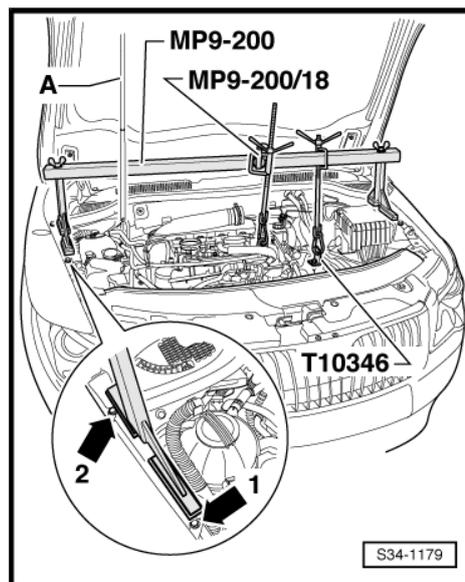
For vehicles Superb II

- Remove the filling pieces from both upper edges of the wings.

If hose and cable connections are located in the area of the lifting eye of the engine for the supporting device - MP9-200 (10-222A)- , these must now be removed.

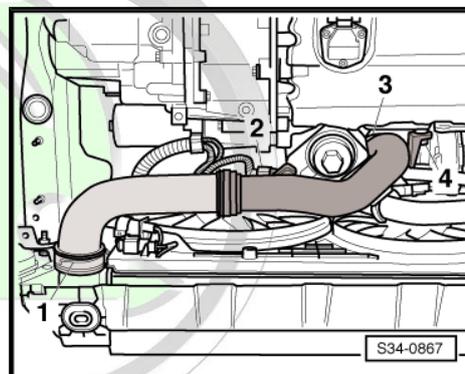


- Screw the bracket - T10346- to the rear opening of the three openings in the battery tray.
- To do so, use a collar screw M6 or one of the fixing screws for the battery tray.
- Position the supporting device - MP9-200 (10 - 222 A)- behind the pressurized gas strut -A- for the front flap.
- Place the feet of the supporting device , as shown in the illustration, behind the screw -arrow 1- and sideways up to the screw -arrow 2- on the wheelhouse frame side rail at the top.
- Connect the holder - T10346- with the supporting device .
- Hook the second spindle into the front left engine lifting eye.
- Slightly take up the weight of the engine/gearbox unit via the spindle, do not raise.



For all vehicles

- Loosen the wheel bolts on front left and front right.
- Raise vehicle:
- ◆ => Maintenance ; Booklet Octavia II
- ◆ => Maintenance ; Booklet Superb II
- Remove wheels at the front.
- Remove noise insulation => Body Work; Rep. gr. 50 and lower part of the front left wheelhouse liner => Body Work; Rep. gr. 66 .
- Unscrew bracket from starter.
- Removing starter => Electrical System; Rep. gr. 27 .
- Disconnect plug connection -2- at the charge pressure sender - G31- .
- Release screw -4-.
- Remove the air guide pipe between the charge air cooler and the intake manifold, to do so slightly raise the retaining clips -1- and -3- => Engine; Rep. gr. 21 .

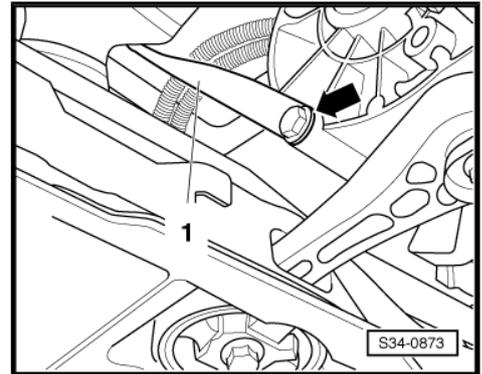


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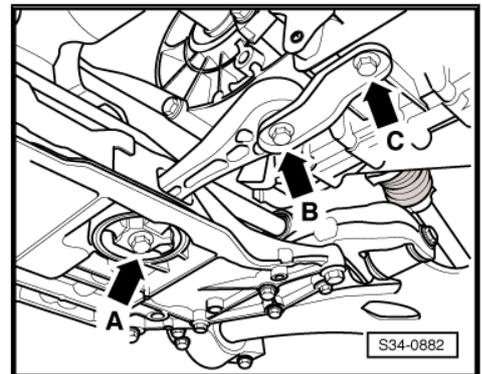
- Detach support (if present) -1- for exhaust system from gearbox -arrow- and front exhaust pipe ⇒ Engine; Rep. gr. 26 .
- Separate exhaust system at the clamping sleeve and remove bracket for the exhaust system from the assembly carrier ⇒ Engine; Rep. gr. 26 .
- Tie up pre-exhaust pipe.

 **Note**

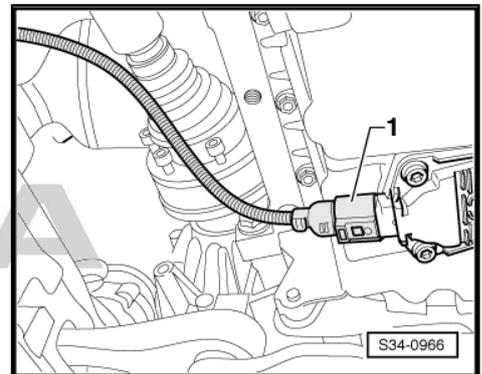
The decoupling elements in the exhaust pipe should not be bent by more than 10° - risk of damage.



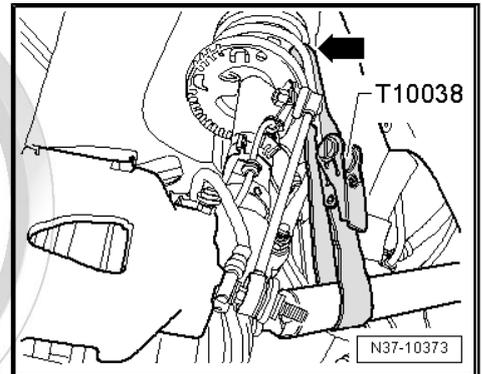
- Remove pendulum support from gearbox, to do so release the bolts -arrow B- and -arrow C-.



- Disconnect plug -1- for oil level and oil temperature sender - G266- .



- Remove left drive shaft from the flange shaft of the gearbox ⇒ Chassis; Rep. gr. 40 and tie up as far as possible (do not damage the surface protection).



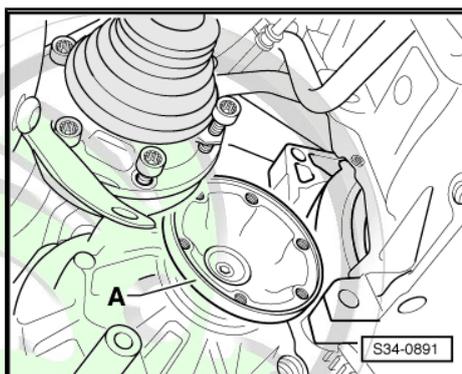
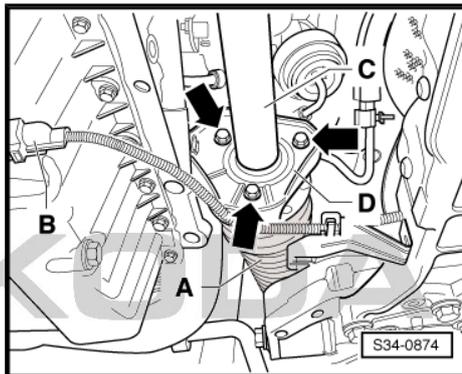
- Disconnect plug -B- from oil level and oil temperature sender - G266- .

For vehicles Octavia II with intermediate shaft

- Remove drive shaft to the right ⇒ Chassis; Rep. gr. 40 .
- Remove right intermediate shaft -C- from bracket -D- -arrows- and pull off from the rigid shaft of the gearbox.

For all vehicles without intermediate shaft

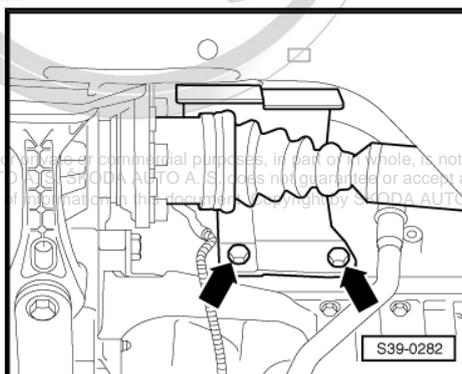
- Only remove right drive shaft from the flange shaft -A- of the gearbox.



- For this purpose, remove screen cap for drive shaft (if present) from the engine -arrows-.
- Secure drive shaft (e.g. with wire, cord).

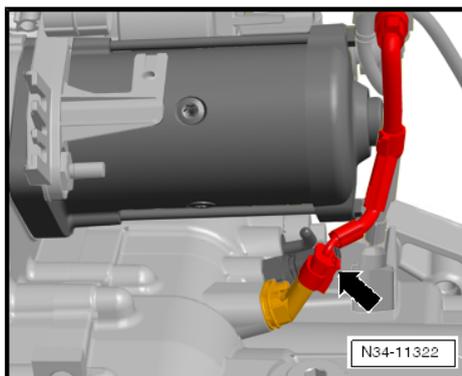
For vehicles with start-stop system

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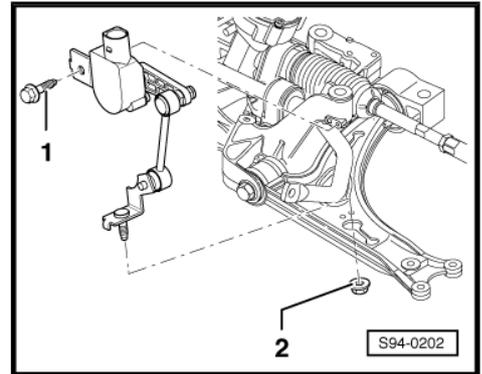


- Separate the plug from the transmission neutral sender - G701- -arrow-.

Continued for all vehicles

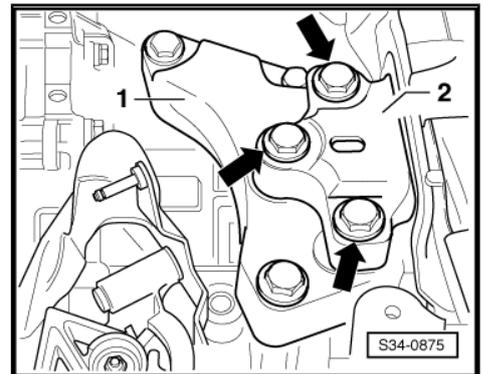


- Disconnect the plug connection on the front left vehicle level sensor - G78- (if present).
- Unscrew nut -2-.
- Release screw -1- and remove the sender.
- Fix the assembly carrier before removing ⇒ Chassis; Rep. gr. 40 .
- Remove the assembly carrier with console without steering gear, left track control arm and coupling rod ⇒ Chassis; Rep. gr. 40 .

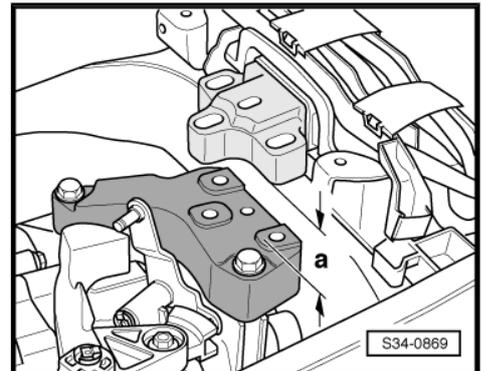
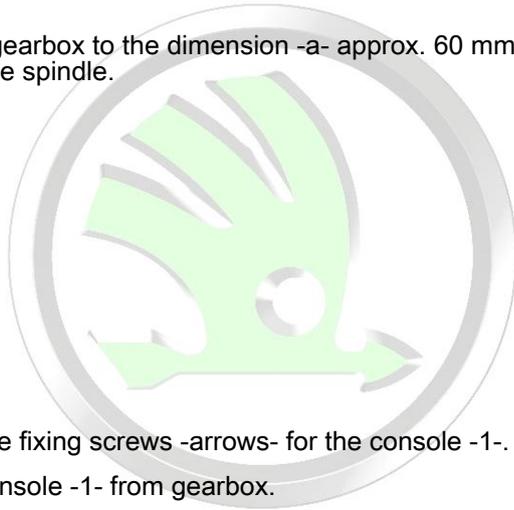


- Unscrew the screws -arrows- of the left unit mounting -2- from the console -1-.

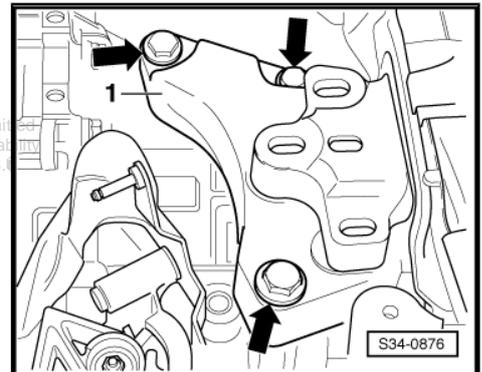
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- Lower the gearbox to the dimension -a- approx. 60 mm by adjusting the spindle.



- Unscrew the fixing screws -arrows- for the console -1-.
- Remove console -1- from gearbox.



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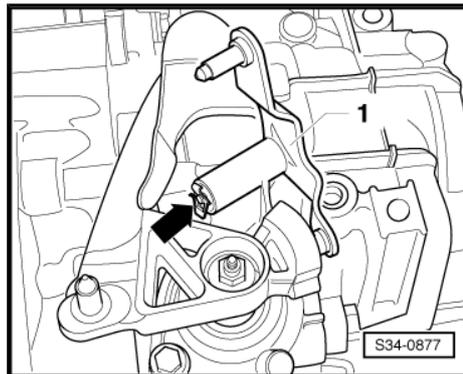


Metal relay lever

- Detach circlip -arrow- from the relay lever -1- and remove relay lever.

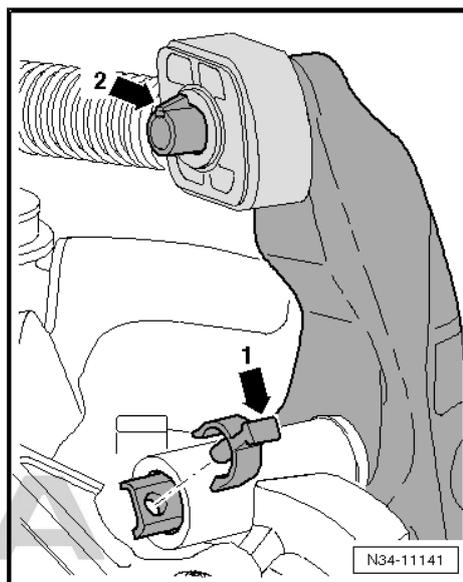
Plastic relay lever

- Gearbox shift lever is located in the neutral position.



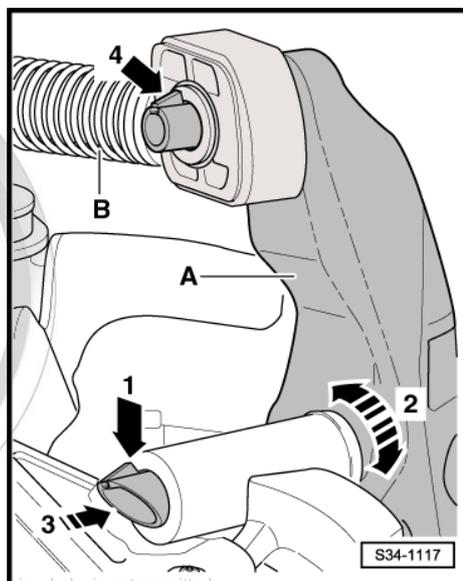
The relay lever is secured with a clip -arrow 1- in the cover

- Remove the clip -arrow 1- and the relay lever together with the cable lock -arrow 2-.



The relay lever is secured with a catch -arrow 1- in the cover

- Carefully press down the catch -arrow 1- up to the stop.
- Move back and forward reversing lever -A- in its position -arrow 2-. To do so carefully pull out in -direction of arrow 3- with the cable lock -B-.



Note

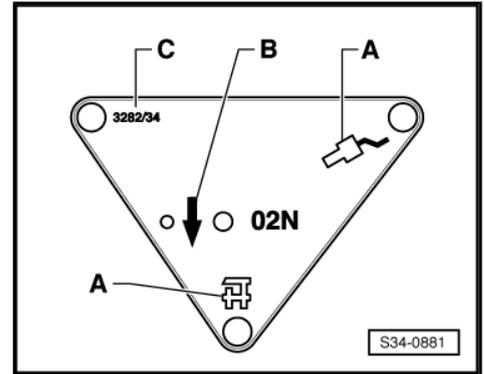
To install, grease bearing points and friction surfaces with grease - G 000 450 02- .

For all vehicles

- Remove the gearshift lever from the gearshift shaft.
- Remove engine/gearbox connecting screws at the bottom and screw (M8 x 30) for the bracket of the coolant pipe to turbo-charger (if this wiring is available).
- Align gearbox mount - 3282- for removal of gearbox "02Q" with adjusting plate - 3282/33-
- Insert engine mount - 3282- into engine and gearbox jack , e.g. -V.A.G 1383A- .
- Align arms of the gearbox mount to match the holes in the adjusting plate .



- Screw in mounting elements -A-, as shown on the adjusting plate .
- Instead of the mounting element -C- screw in the bolt - 3282/29- .
- Position the engine and gearbox jack e.g. -V.A.G 1383A- below the vehicle; the arrow -B- on the adjusting plate points in the direction of travel/vehicle.
- Align the adjusting plate parallel to the gearbox.



- Secure adapter - MP3-419/40- in the threaded bore of the gearbox housing as shown.
- Subsequently screw in the bolt - 3282/29- into the hole for the fixing screw of the pendulum support on the gearbox.
- Secure the gearbox on the gearbox mount - 3282- using screw (M10 x 20) -A-.

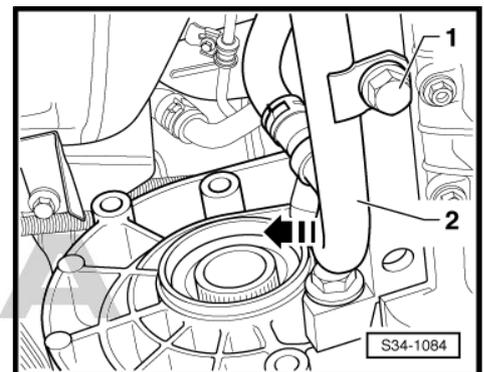
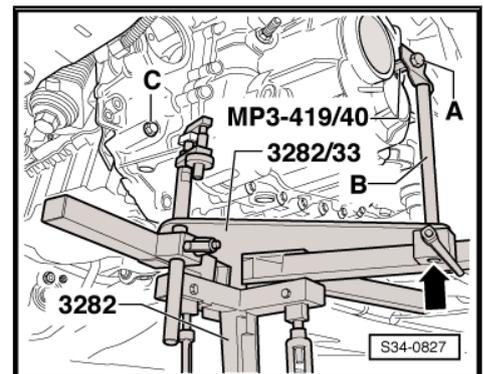
While doing so the drift -B- should close at the bottom flush with the guide of the gearbox mount - 3282- -arrow-.

- Remove engine/gearbox -C- connecting screw.

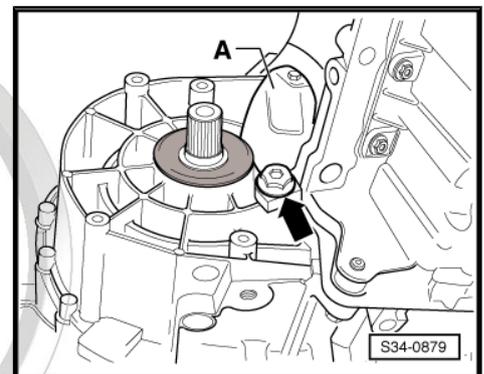
For vehicles with auxiliary heating

- Unscrew screw -1- and carefully press off the pipe -2- of the auxiliary heating from the engine -in direction of arrow-.

Continued for all vehicles



- Remove small cover plate -A- for flywheel.
- Unscrew engine/gearbox connecting screw -arrow-.
- Press gearbox from engine (dowel sleeves).



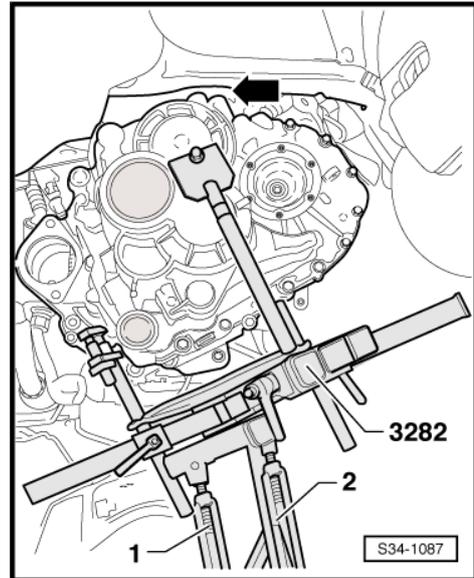


- Turn the gearbox in the area of the differential gear via the spindle -1- of the gearbox mount - 3282- upwards.
- Position the gearbox via the spindle -2- of the gearbox mount - 3282- inclined to the left.
- Then guide the right flange shaft of the gearbox past the fly-wheel, while doing so observe the frame side rail -arrow-.
- Carefully lower the gearbox.



Note

Observe all lines when lowering the gearbox.



2.2 Removing gearbox - four-wheel drive (Octavia II and Superb II)

Special tools and workshop equipment required

- ◆ Adapter - MP3-419/40 (VW 771/40)-
- ◆ Gearbox attachment device - MP3-478 (3336)-
- ◆ Hose clamps - MP7-602 (3094)-
- ◆ Supporting device - T30099-
- ◆ Gearbox mount - 3282-
- ◆ Bolt - 3282/29-
- ◆ Adjusting plate - 3282/62-
- ◆ Engine and gearbox jack , e.g. -V.A.G 1383A-
- ◆ Supporting device - MP9-200 (10-222A)-
- ◆ Adapter - MP9 200/18 (10 - 222 A /18)-
- ◆ Thread repair set , e.g. -VAS 6024-
- ◆ Tensioning strap - T10038-
- ◆ Grease for plug serration of clutch disc - G 000 100-
- Remove engine cover ⇒ engine; Rep. gr. 10 .



Note

- ◆ All cable straps which are detached or cut open when removing, should be fitted on again in the same place when installing.
- ◆ After 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 air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .

- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .

For vehicles Octavia II

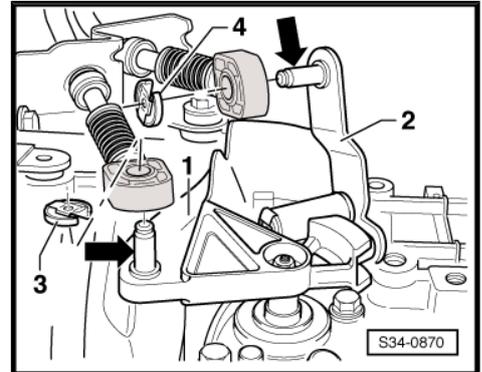
- Remove the cooling water tank cover ⇒ Body Work; Rep. gr. 66 .

For all vehicles

- Remove lock washer -3- for shift cable from gearbox shift lever -1- and pull off the shift cable from the stud -arrow-.

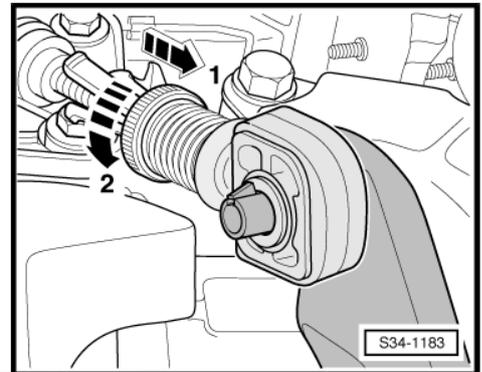
Metal relay lever

- Remove lock washer -4- for selector cable from relay lever -2- and pull off the selector cable from the stud -arrow-.



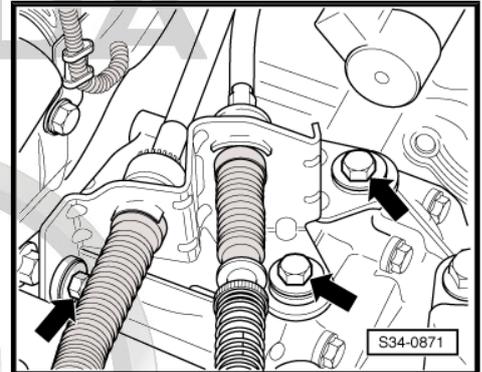
Plastic relay lever

- In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.



For all vehicles

- Disconnect cable support from gearbox -arrows-, lay aside and tie up.

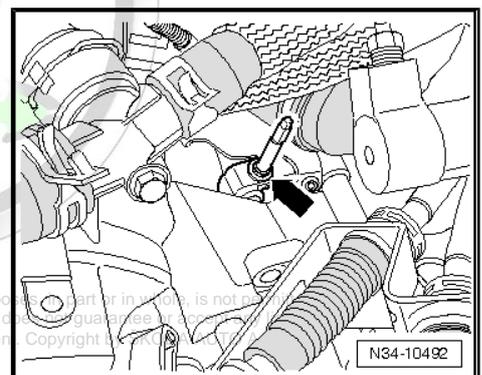


- If present, remove the ventilation pipe from the angle gearbox -arrow-.

A tube-hose line or a plastic line is fitted between the master cylinder and the bleeder.

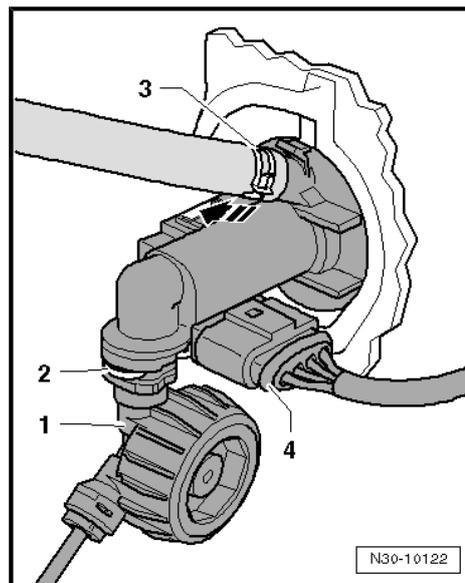
Note

When performing the following work, make sure that no brake fluid comes into contact with the frame side rail or the gearbox. If this is the case, these points must be cleaned thoroughly.



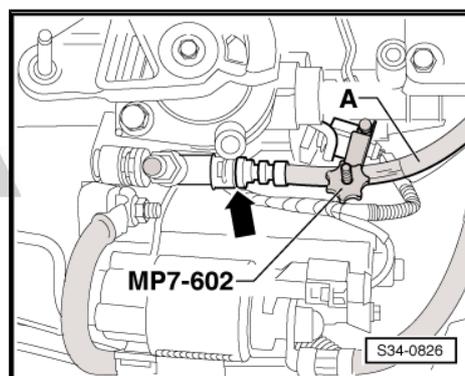


If a plastic line is fitted, then the plastic return hose -3- must be removed at the master cylinder and closed with a suitable tool e.g. -T10249/1- (do not use hose clamp - MP7-602 - , otherwise the return hose -3- can get damaged).



If a tube-hose line is fitted, pinch off the hose for the tube-hose line -A- to the master cylinder with the hose clamp - MP7-602 (3094)- (do not use the hose clamp - MP7-602- for the plastic line -A-).

- Pull out retaining clip -arrow- for tube-hose line and/or plastic line up to the stop.
- Pull out the tube-hose line and/or plastic line from the bleeder/ slave cylinder and close in a suitable manner.



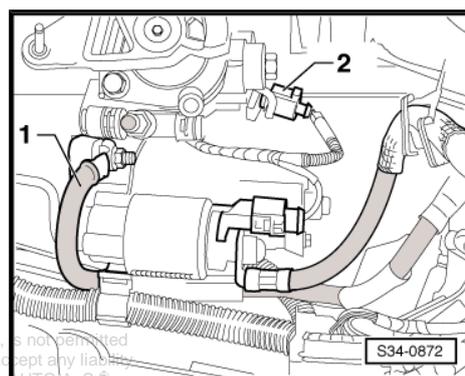
Caution

After removing the tube-hose line, do not operate the clutch pedal.

- Remove earth strap -1- from top starter.
- Disconnect plug -2- of the reversing light switch - F4- .
- Disconnect connector and cables from the starter.
- Remove engine/gearbox connecting screws at the top.
- Remove fixing screw for starter at the top.

For vehicles Octavia II

If hose and cable connections are located in the area of the lifting eye of the engine for the supporting device - T30099- , these must now be removed.

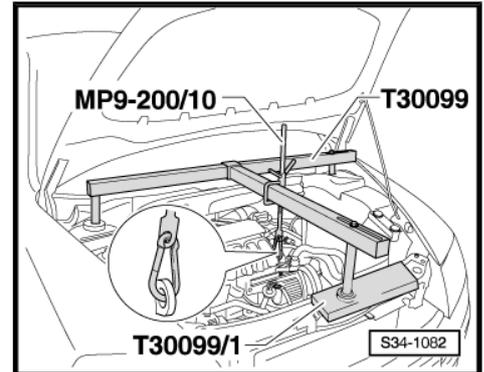


- Fit supporting device - T30099- .
- Slightly take up the weight of the engine/gearbox unit via the spindle, do not raise.

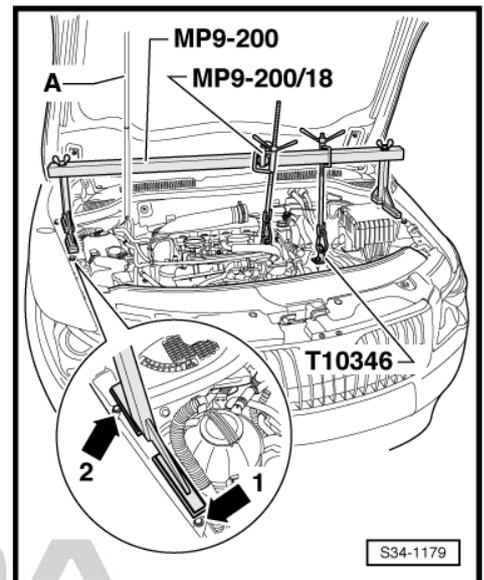
For vehicles Superb II

- Remove the filling pieces from both upper edges of the wings.

If hose and cable connections are located in the area of the lifting eye of the engine for the supporting device - MP9-200 (10-222A)- , these must now be removed.

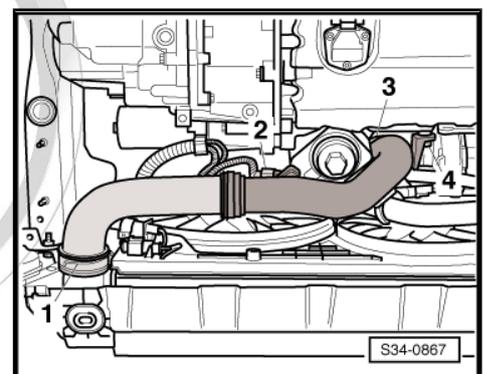


- Screw the bracket - T10346- to the rear opening of the three openings in the battery tray.
- To do so, use a collar screw M6 or one of the fixing screws for the battery tray.
- Position the supporting device - MP9-200 (10-222A)- behind the pressurized gas strut -A- for the front flap.
- Place the feet of the supporting device , as shown in the illustration, behind the screw -arrow 1- and sideways up to the screw -arrow 2- on the wheelhouse frame side rail at the top.
- Connect the holder - T10346- with the supporting device .
- Hook the second spindle into the front left engine lifting eye.
- Slightly take up the weight of the engine/gearbox unit via the spindle, do not raise.



For all vehicles

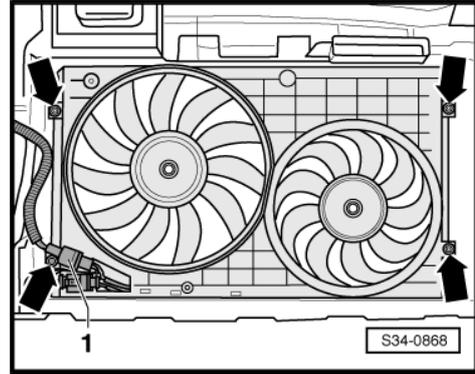
- Loosen the wheel bolts on front left and front right.
- Raise vehicle ⇒ Maintenance ; Booklet Octavia II .
- Remove wheels at the front.
- Remove noise insulation ⇒ Body Work; Rep. gr. 50 and lower part of the front left wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Unscrew bracket from starter.
- Removing starter ⇒ Electrical System; Rep. gr. 27 .
- Disconnect plug connection -2- at the charge pressure sender - G31- .
- Release screw -4-.
- Remove the air guide pipe between the charge air cooler and the intake manifold, to do so slightly raise the retaining clips -1- and -3- ⇒ Engine; Rep. gr. 21 .



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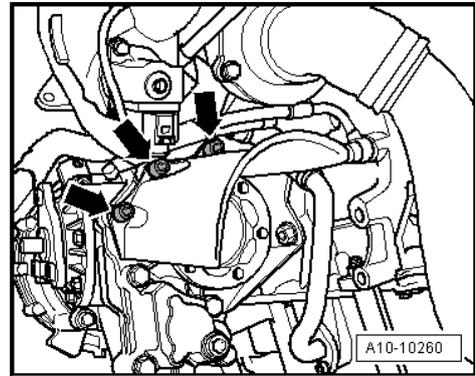
- Disconnect plug connection -1-.
- Screw out screws -arrows- and take out fan shroud downwards.
- Remove all supports for exhaust gas system from gearbox and from exhaust pipe ⇒ Engine; Rep. gr. 26 .
- Separate exhaust system at the clamping sleeve and remove bracket for the exhaust system from the assembly carrier ⇒ Engine; Rep. gr. 26 .
- Tie up pre-exhaust pipe.



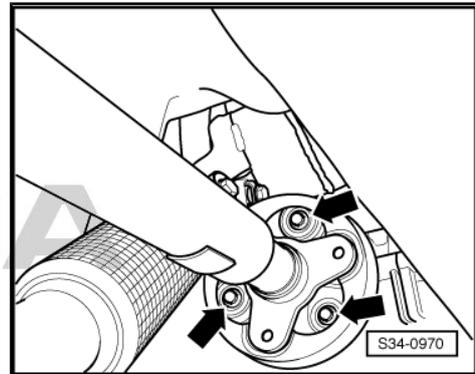
i Note

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

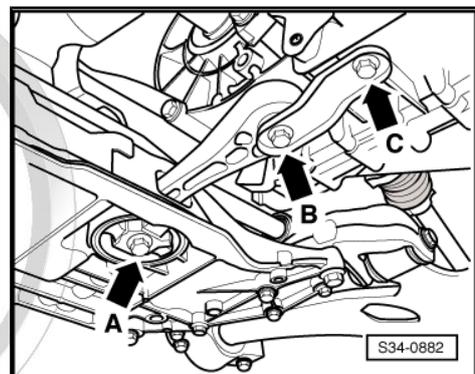
- If applicable remove cap for drive shaft -arrows-.



- Mark the position of the propshaft with flexible disk to the flange of the angle gearbox.
- Unscrew propshaft with flexible disk from flange of angle gearbox -arrows-.



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



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i Note

After removing the pendulum support from the gearbox, the engine/gearbox unit swivels slightly towards the front (direction front). When removing and installing make sure that the gasket ring -arrow- in the flange of the propshaft is not damaged.

- Push engine/gearbox unit forwards and take propshaft out of angle gearbox.
- Raise propshaft and tie up.
- Disconnect plug -1- for oil level and oil temperature sender - G266-

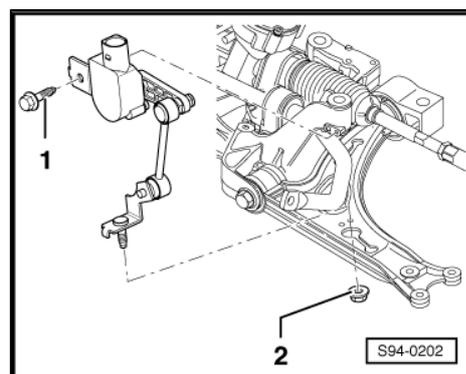
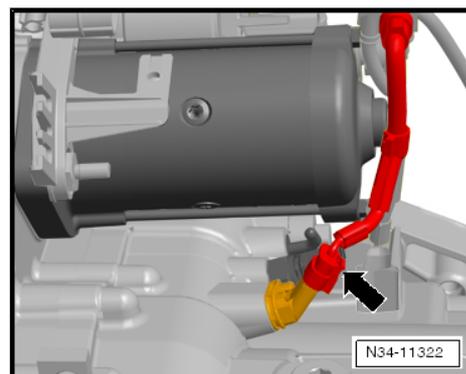
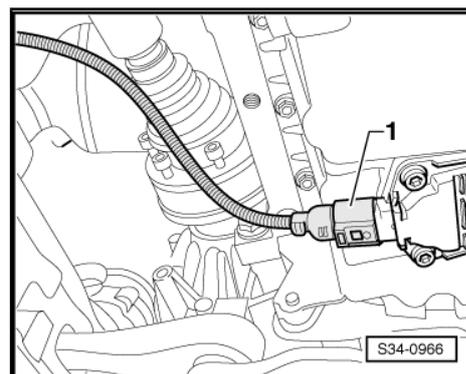
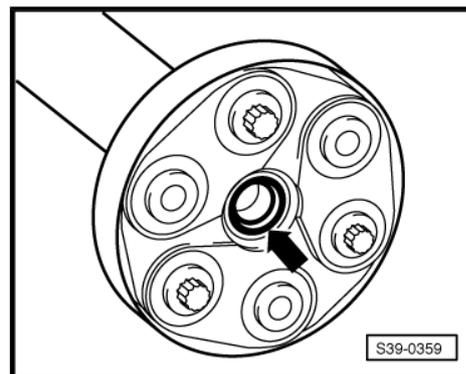
For vehicles with start-stop system

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- Separate the plug from the transmission neutral sender - G701- -arrow-.

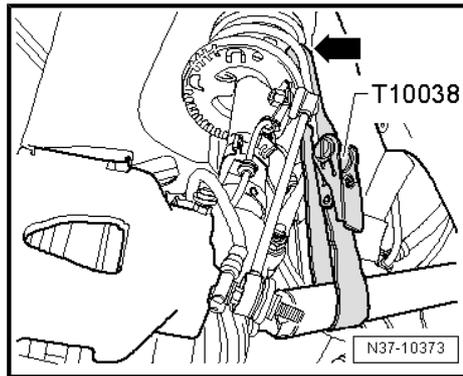
Continued for all vehicles

- Disconnect the plug connection on the front left vehicle level sensor - G78- (if present).
- Unscrew nut -2-.
- Release screw -1- and remove the sender.
- Fix the assembly carrier before removing ⇒ Chassis; Rep. gr. 40 .
- Remove the assembly carrier with console without steering gear, left track control arm and coupling rod ⇒ Chassis; Rep. gr. 40 .
- Remove the left and right drive shaft from the flange shafts ⇒ Chassis; Rep. gr. 40 .



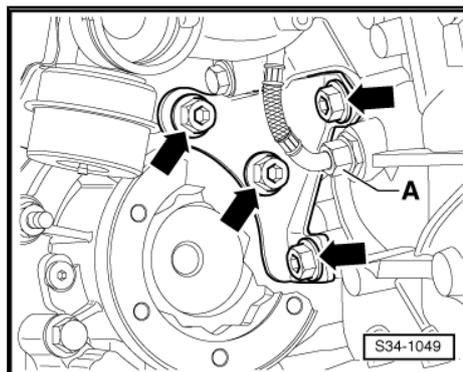


- Secure the drive shaft e.g. with the tensioning strap - T10038- (while doing so do not damage the surface protection).



For vehicles without particle filter

- Remove oil line for exhaust turbocharger -A- at engine.
- Remove support between engine and angle gearbox -arrows-.



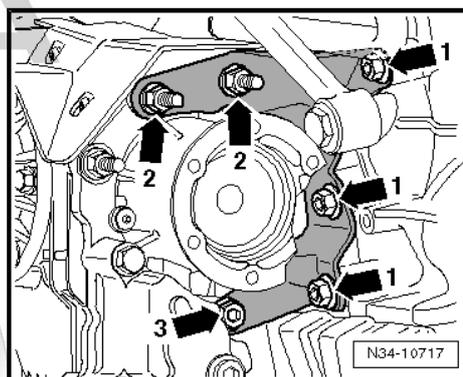
For vehicles with particle filter

- Remove particle filter with bracket for particle filter ⇒ Engine; Rep. gr. 26 .
- Release screws for support between engine and angle gearbox -arrows 1, 2- and -3-.



Note

The support between engine and angle gearbox can only be removed if the gearbox is removed from the engine.



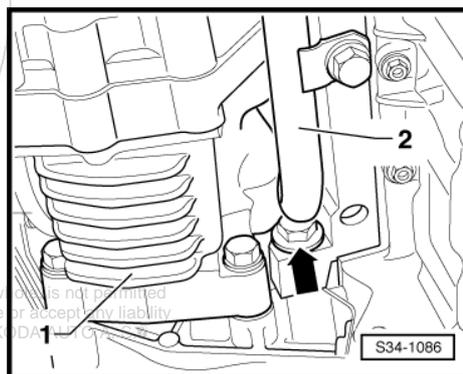
For vehicles with auxiliary heating

For these vehicles the angle gearbox -1- must be removed ⇒ [page 224](#) .



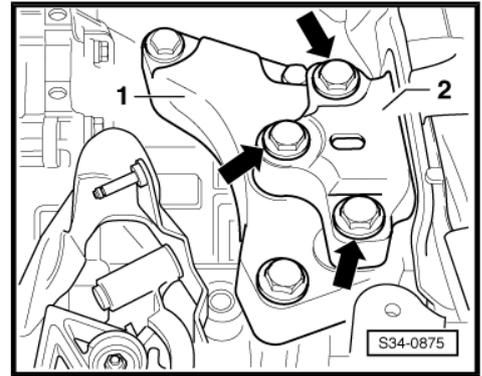
Note

- ◆ *Otherwise the pipe -2- of the auxiliary heating is damaged.*
- ◆ *The engine/gearbox connecting screw -arrow- can be removed from the cylinder block only after removing the pipe -2- ⇒ [page 201](#) .*

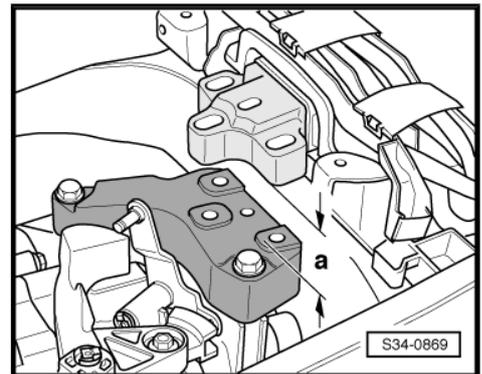


For all vehicles

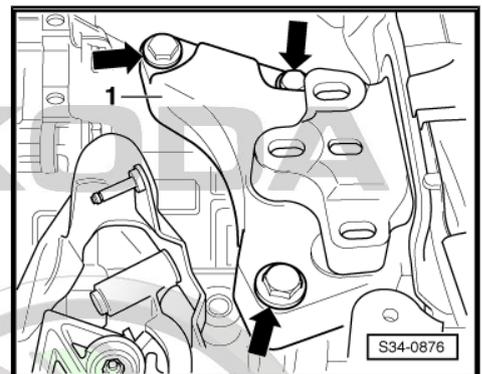
- Unscrew the screws -arrows- of the left unit mounting -2- from the console -1-.



- Lower the gearbox to the dimension -a- approx. 60 mm by adjusting the spindle.



- Unscrew the fixing screws -arrows- for the console -1-.
- Remove console -1- from gearbox.

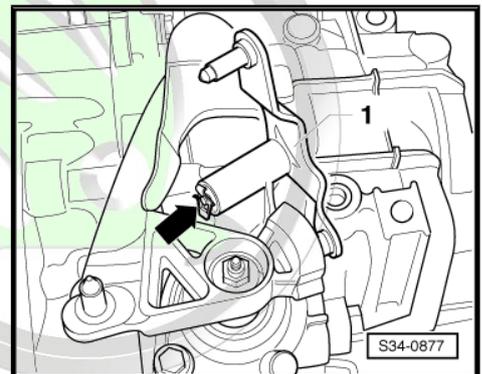


Metal relay lever

- Detach circlip -arrow- from the relay lever -1- and remove relay lever.

Plastic relay lever

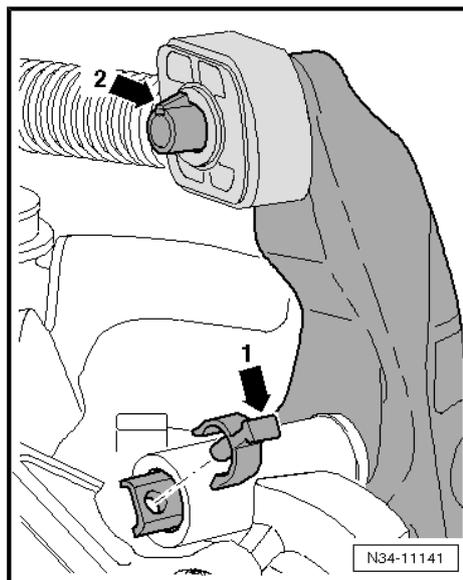
- Gearbox shift lever is located in the neutral position.





The relay lever is secured with a clip -arrow 1- in the cover

- Remove the clip -arrow 1- and the relay lever together with the cable lock -arrow 2-.



The relay lever is secured with a catch -arrow 1- in the cover

- Carefully press down the catch -arrow 1- up to the stop.
- Move back and forward reversing lever -A- in its position -arrow 2-. To do so carefully pull out in -direction of arrow 3- with the cable lock -B-.

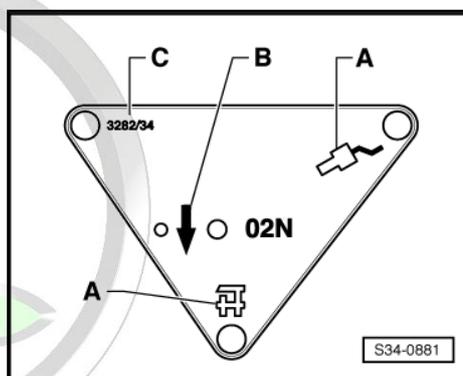
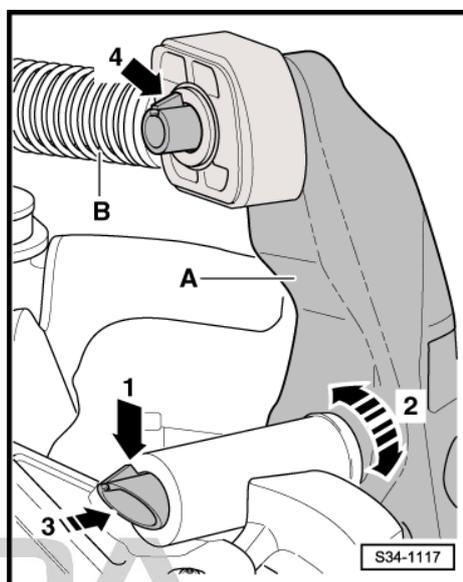


Note

To install, grease bearing points and friction surfaces with grease - G 000 450 02- .

For all vehicles

- Remove the gearshift lever from the gearshift shaft.
- Remove engine/gearbox connecting screws below.
- Align gearbox mount - 3282 - for removal of gearbox "02Q" with adjusting plate - 3282/62- .
- Insert engine mount - 3282 - into engine and gearbox jack , e.g. -V.A.G 1383A- .
- Align arms of the gearbox mount to match the holes in the adjusting plate .
- Screw in mounting elements -A-, as shown on the adjusting plate .
- Instead of the mounting element -C- screw in the bolt - 3282/29- .
- Position the engine and gearbox jack e.g. -V.A.G 1383A- below the vehicle; the arrow -B- on the adjusting plate points in the direction of travel/vehicle.
- Align the adjusting plate parallel to the gearbox.



- Secure adapter - MP3-419/40 (VW 771/40)- in the threaded bore of the gearbox housing as shown.
- Subsequently screw in the bolt - 3282/29- into the hole for the fixing screw of the pendulum support on the gearbox.
- Secure the gearbox on the gearbox mount - 3282- using screw (M10 x 20) -A-.

While doing so the drift -B- should close at the bottom flush with the guide of the gearbox mount - 3282- -arrow-.

- Remove engine/gearbox -C- connecting screw.

For vehicles with auxiliary heating

- Unscrew screw -1- and carefully press off the pipe -2- of the auxiliary heating from the engine -in direction of arrow-.

For all vehicles

- Remove small cover plate -A- for flywheel.



Note

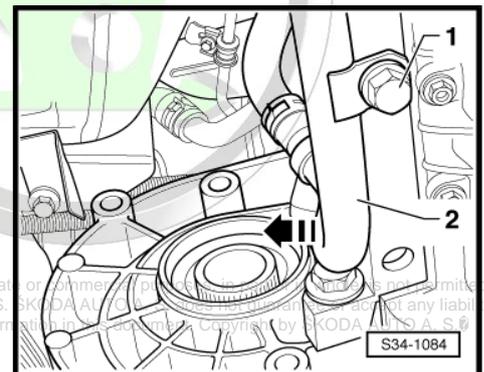
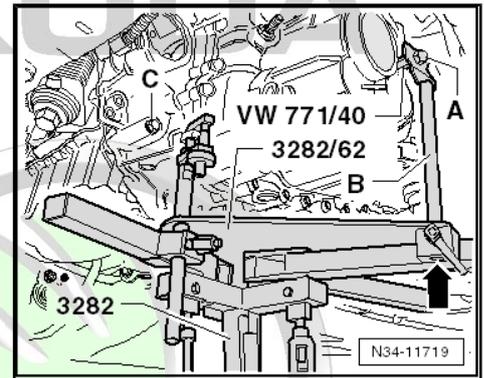
To provide a clearer illustration, the figure of the front drive is used.

- Unscrew engine/gearbox connecting screw -arrow-.
- Press gearbox from engine (dowel sleeves).

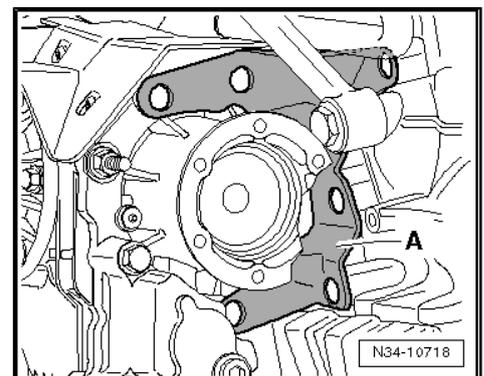
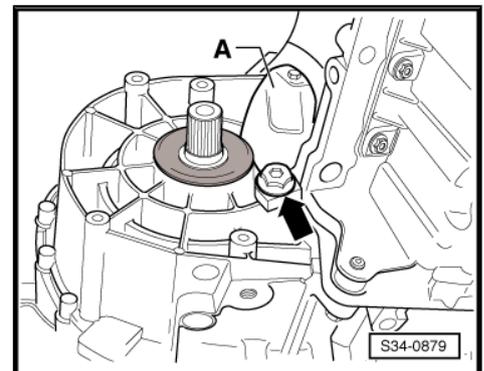
For vehicles with particle filter

- Remove support -A- between engine and angle gearbox.

For all vehicles



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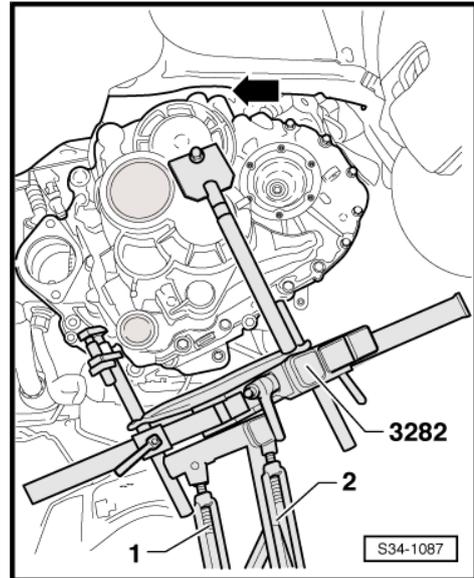




- Turn the gearbox in the area of the differential gear via the spindle -1- of the gearbox mount - 3282- upwards.
- Position the gearbox via the spindle -2- of the gearbox mount - 3282- inclined to the left.
- Then guide the gearbox and angle gearbox past the flywheel, while doing so observe the frame side rail -arrow-.
- Carefully lower the gearbox.

**Note**

Observe all lines when lowering the gearbox.



2.3 Remove gearbox - front-wheel drive (Yeti and Octavia III)

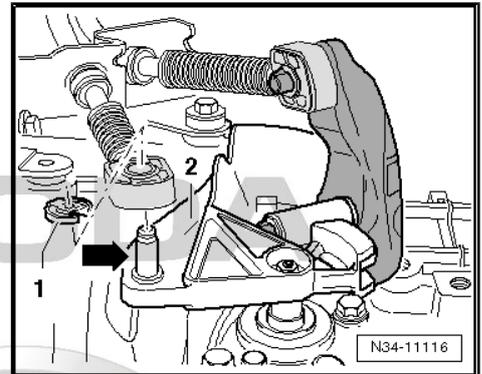
Special tools and workshop equipment required

- ◆ Supporting device - T30099-
- ◆ Adapter - T40091/3- (Octavia III)
- ◆ Support - 10-222A/31- (Octavia III)
- ◆ Base - T30119- (Octavia II)
- ◆ Adapter - MP9-200/18- (Octavia III)
- ◆ Hook - MP9-200/10 (10-222A/10)-
- ◆ Gearbox mount - 3282-
- ◆ Bolt - 3282/29-
- ◆ Adjusting plate - 3282/33-
- ◆ Adapter - MP3-419/40 (VW 771/40)-
- ◆ Engine and gearbox jack , e.g. -V.A.G 1383A-
- ◆ Gearbox attachment device - MP3-478 (3336)-
- ◆ Grease for plug serration of clutch disc - G 000 100-
- Remove engine cover ⇒ engine; Rep. gr. 10 .

**Note**

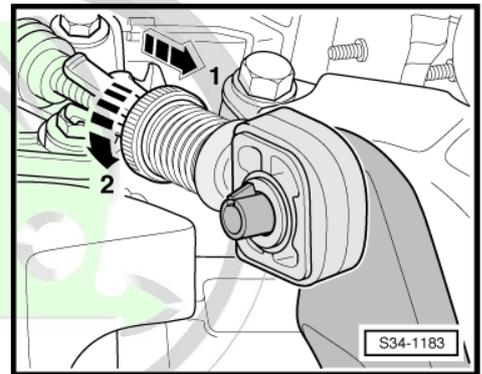
- ◆ *All cable straps which are detached or cut open when removing, should be fitted on again in the same place when installing.*
- ◆ *After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .*
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ 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 .
- Remove lock washer -1- for shift cable from gearbox shift lever -2- and pull off the control cable from the stud -arrow-.



In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.

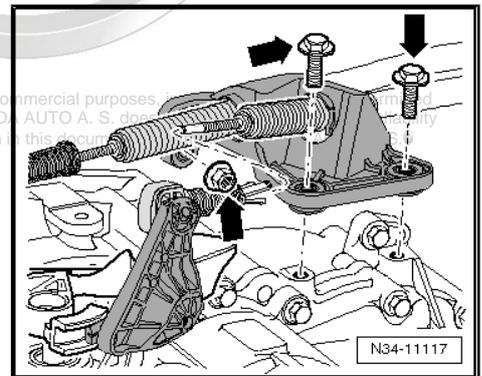
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.
- Remove the relay lever together with the cable lock during future work procedure.



- Disconnect cable support from gearbox -arrows-, lay aside and tie up.

 **Note**

- ◆ A plastic line is fitted between the master cylinder and the bleeder/slave cylinder. This plastic line must not be disconnected (do not use hose clamp - MP7-602-).
- ◆ When performing the following work, make sure that no brake fluid comes into contact with the frame side rail or the gearbox. If this is the case, these points must be cleaned thoroughly.



To ensure that the brake fluid does not completely flow out of the clutch control, carry out the following work procedure:



- Connect the bleeder hose -A- with the drip bottle of the brake bleeding device.
- Fit the bleeder hose -A- onto the bleeder -arrow-.
- Open vent valve.



Note

On certain vehicles the vent valve can be opened by hand. To do so, turn the vent valve 180° to the left as far as the stop.

- Press the clutch pedal and leave it in this position. Do not let it return to initial position.
- Close the vent valve and disconnect the bleeder hose -A- from the bleeder -arrow-.
- Pull out retaining clip -arrow- for plastic line -2- up to the stop.
- Pull out the plastic line from the bleeder/slave cylinder and close with a suitable plug.

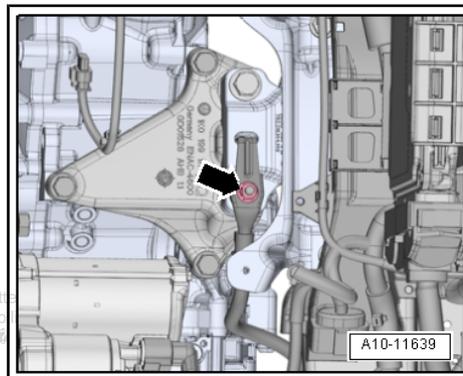
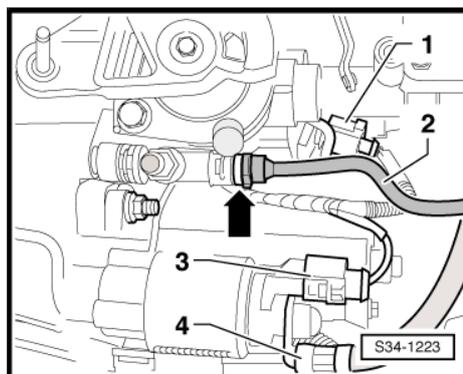
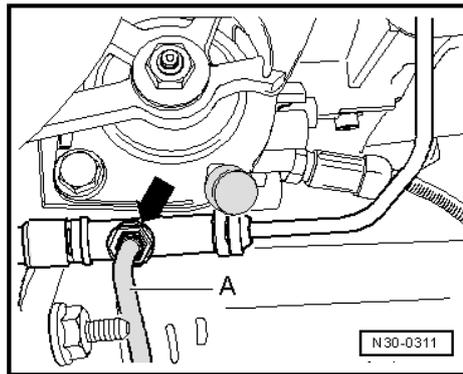


Note

Do no longer move the clutch pedal after removing the plastic line.

- Disconnect plug -1- from the reversing light switch - F4- .
- Remove the connector -3- and the cable -4- from the starter.
- Remove engine/gearbox connecting screws at the top.
- Unscrew nut -arrow- and remove earth strap from gearbox mount, if present.

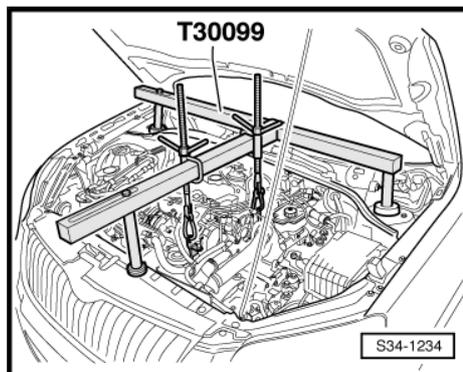
For vehicles Yeti



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- Fit supporting device - T30099- .

For vehicles Octavia III



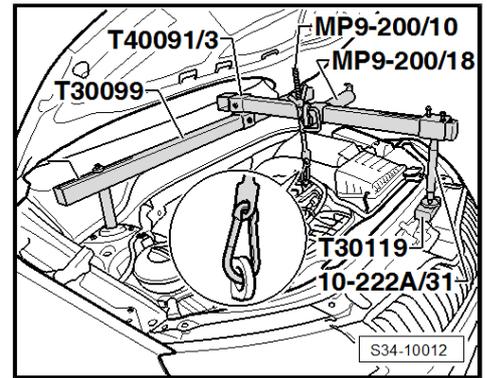
- Fit supporting device -T30099- .

Continued for all vehicles

i Note

If hose and cable connections are located in the area of the lifting eye(s) of the engine for the hook (hooks) of the supporting device - T30099- , they must now be removed.

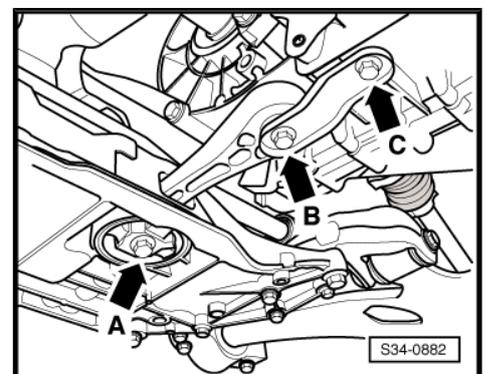
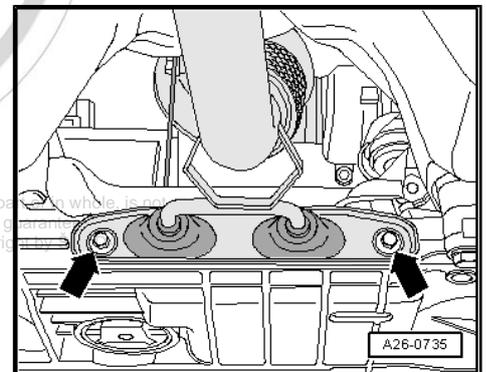
- Attach the hook(s) of the supporting device to the lifting eye(s) of the engine.
- Slightly take up the weight of the engine/gearbox unit via the spindle(s), do not raise.
- Loosen the front wheel bolts.
- Raise vehicle:
 - ◆ => Maintenance ; Booklet Yeti .
 - ◆ => Maintenance ; Booklet Octavia III .
- Remove front wheels.
- Remove noise insulation => Body Work; Rep. gr. 50 and front left and right wheelhouse liner => Body Work; Rep. gr. 66 .
- Unscrew bracket from starter and remove starter => Electrical System; Rep. gr. 27 .
- Remove all supports for exhaust gas system from gearbox and from exhaust pipe => Engine; Rep. gr. 26 .
- Separate exhaust system at the clamping sleeve and remove bracket for the pre-exhaust pipe from the assembly carrier -arrows- => Engine; Rep. gr. 26 .
- Tie up pre-exhaust pipe.



i Note

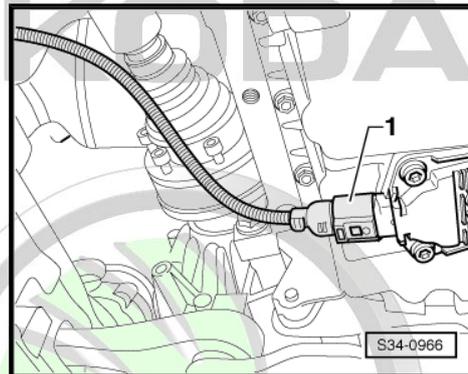
The decoupling element of the exhaust system should not be bent by more than 10° - risk of damage.

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



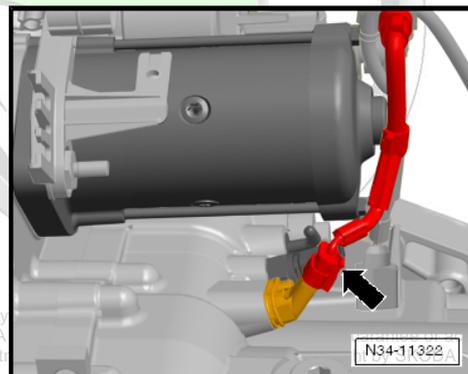
- Disconnect plug -1- from oil level and oil temperature sender - G266- .

For vehicles with start-stop system



- Separate the plug from the transmission neutral sender - G701- -arrow-.

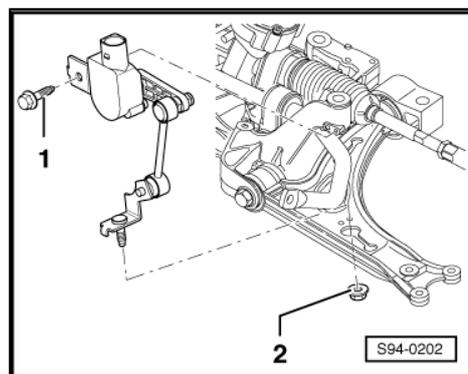
Continued for all vehicles



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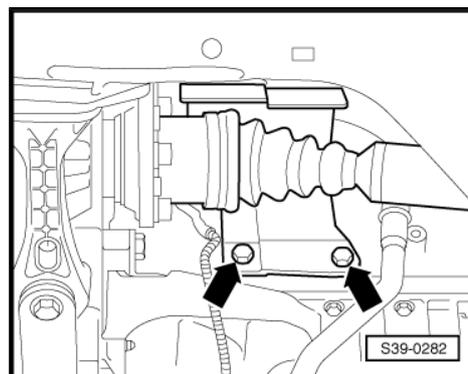
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- Disconnect the plug connection on the front left vehicle level sensor - G78- (if present).
- Unscrew nut -2-.
- Release screw -1- and remove the sender.
- Fix the assembly carrier before removing ⇒ Chassis; Rep. gr. 40 .
- Remove the assembly carrier ⇒ Chassis; Rep. gr. 40 .



- If applicable, remove screw cap for right drive shaft.

For vehicles with auxiliary heating



- Unscrew screw -1- and carefully press off the pipe -2- of the auxiliary heating from the engine -in direction of arrow-.



In this case do not open the cooling system.

Continued for all vehicles

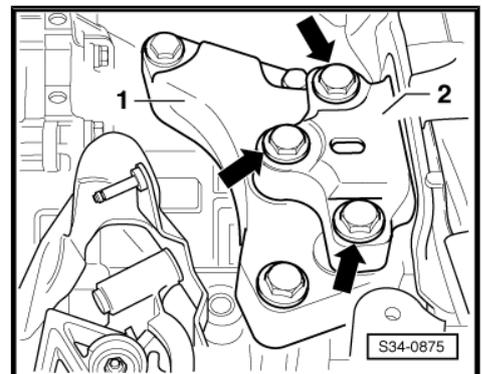
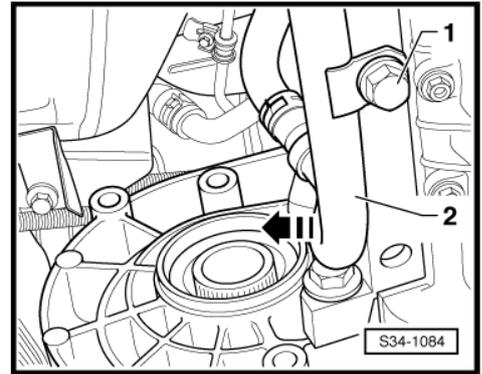
- Remove left and right drive shafts from the flange shafts of the gearbox ⇒ Chassis; Rep. gr. 40 and tie up as far as possible (do not damage the surface protection).

For Yeti vehicles with particle filter

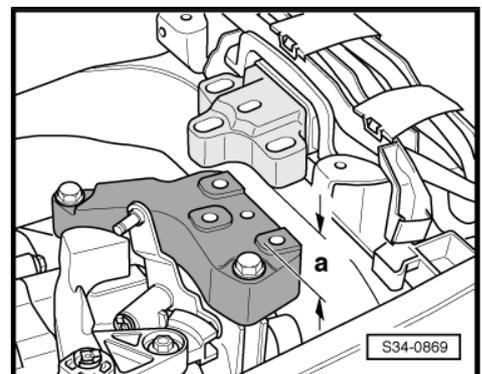
- Remove particle filter with bracket for particle filter ⇒ Engine; Rep. gr. 26 .

For all vehicles

- Unscrew the screws -arrows- of the left unit mounting -2- from the console -1-.

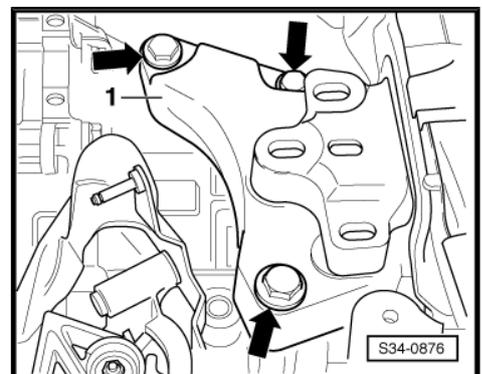


- Lower the gearbox to the dimension -a- approx. 60 mm by adjusting the spindles.



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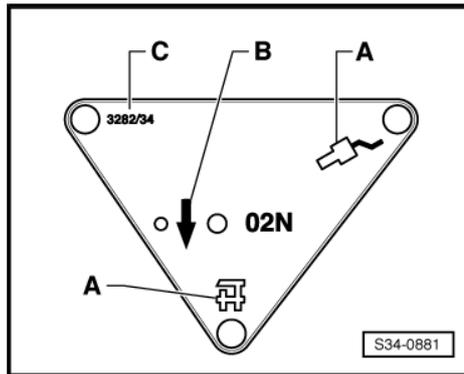
- Unscrew the fixing screws -arrows- for the console -1-.
- Remove console -1- from gearbox.
- Remove relay lever together with cable lock ⇒ [page 153](#) .
- Remove the gearshift lever from the gearshift shaft.
- Remove engine/gearbox connecting screws below.
- Align gearbox mount - 3282- for removal of gearbox "02Q" with adjusting plate - 3282/33- .
- Insert engine mount - 3282- into engine and gearbox jack , e.g. -V.A.G 1383 A- .
- Align arms of the gearbox mount to match the holes in the adjusting plate .



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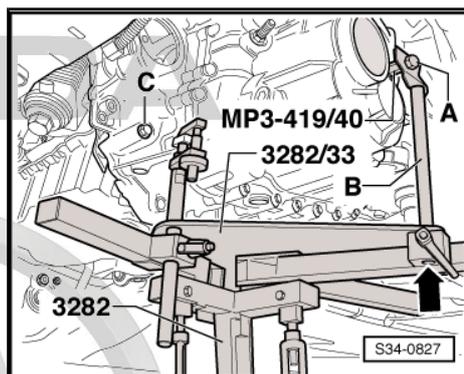


- Screw in mounting elements -A-, as shown on the adjusting plate .
- Instead of the mounting element -C- screw in the bolt - 3282/29- .
- Position the engine and gearbox jack e.g -V.A.G 1383 A- below the vehicle; the arrow -B- on the adjusting plate points in the direction of travel/vehicle.
- Align the adjusting plate parallel to the gearbox.



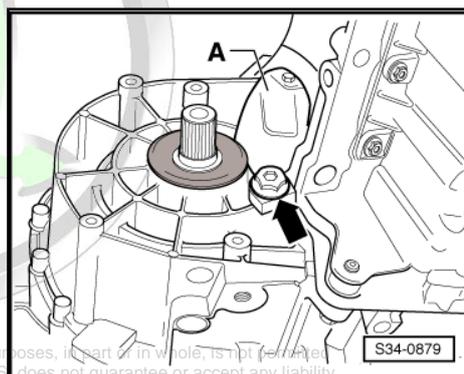
- Secure adapter - MP3-419/40- in the threaded bore of the gearbox housing as shown.
- Subsequently screw in the bolt - 3282/29- into the hole for the fixing screw of the pendulum support on the gearbox.
- Secure the gearbox on the gearbox mount - 3282- using screw (M10 x 20) -A-.

While doing so the drift -B- should close at the bottom flush with the guide of the gearbox mount - 3282- -arrow-.



- Remove engine/gearbox -C- connecting screw.

- Remove small cover plate -A- for flywheel.
- Unscrew engine/gearbox connecting screw -arrow-.
- Press gearbox from engine (dowel sleeves).



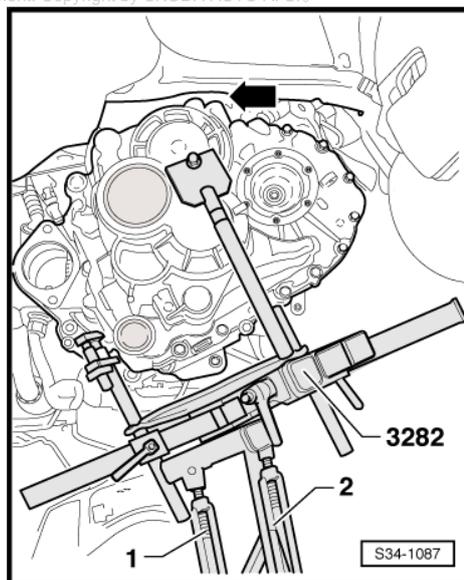
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- Turn the gearbox in the area of the differential gear via the spindle -1- of the gearbox mount - 3282- upwards.
- Position the gearbox via the spindle -2- of the gearbox mount - 3282- inclined to the left.
- Carefully lower the gearbox.



Note

Observe all lines when lowering the gearbox.



2.4 Remove gearbox - four-wheel drive (Yeti and Octavia III)

Special tools and workshop equipment required

- ◆ Supporting device - T30099-
- ◆ Adapter - T40091/3- (Octavia III)
- ◆ Support - 10-222A/31- (Octavia III)
- ◆ Base - T30119- (Octavia II)
- ◆ Adapter - MP9-200/18- (Octavia III)
- ◆ Hook - MP9-200/10 (10-222A/10)-
- ◆ Gearbox mount - 3282-
- ◆ Bolt - 3282/29-
- ◆ Adjusting plate - 3282/62-
- ◆ Adapter - MP3-419/40 (VW 771/40)-
- ◆ Engine and gearbox jack , e.g. -V.A.G 1383A-
- ◆ Gearbox attachment device - MP3-478 (3336)-
- ◆ Grease for plug serration of clutch disc - G 000 100-

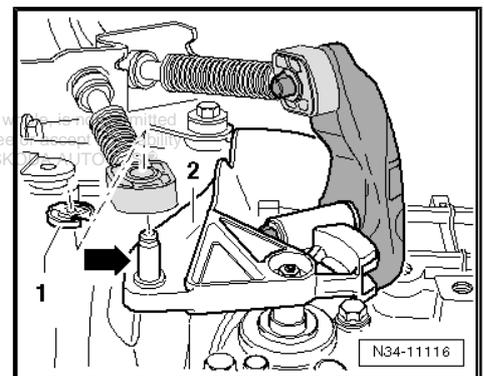
– Remove engine cover ⇒ engine; Rep. gr. 10 .



Note

- ◆ *All cable straps which are detached or cut open when removing, should be fitted on again in the same place when installing.*
- ◆ *After 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 air filter ⇒ Engine; Rep. gr. 23 or ⇒ 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 .
- Remove lock washer -1- for shift cable from gearbox shift lever -2- and pull off the control cable from the stud -arrow-.

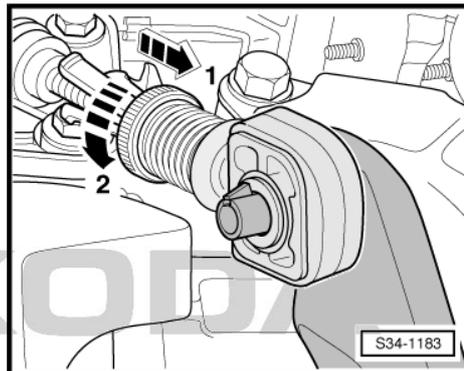
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In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.

- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.
- Remove the relay lever together with the cable lock during future work procedure.

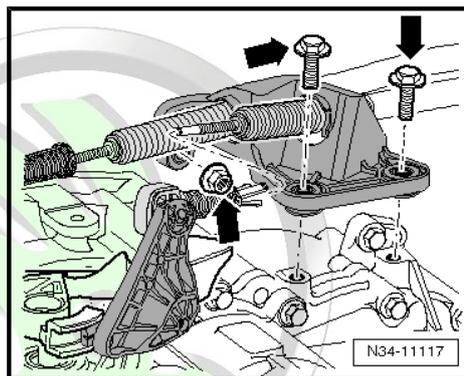


- Disconnect cable support from gearbox -arrows-, lay aside and tie up.



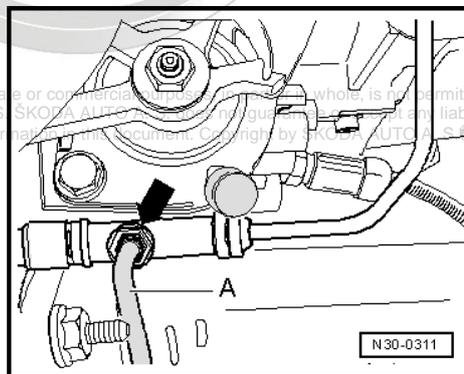
Note

- ◆ A plastic line is fitted between the master cylinder and the bleeder/slave cylinder. This plastic line must not be disconnected (do not use hose clamp - MP7-602-).
- ◆ When performing the following work, make sure that no brake fluid comes into contact with the frame side rail or the gearbox. If this is the case, these points must be cleaned thoroughly.



To ensure that the brake fluid does not completely flow out of the clutch control, carry out the following work procedure:

- Connect the bleeder hose -A- with the drip bottle of the brake bleeding device.
- Fit the bleeder hose -A- onto the bleeder -arrow-.
- Open vent valve.



Note

On certain vehicles the vent valve can be opened by hand. To do so, turn the vent valve 180° to the left as far as the stop.

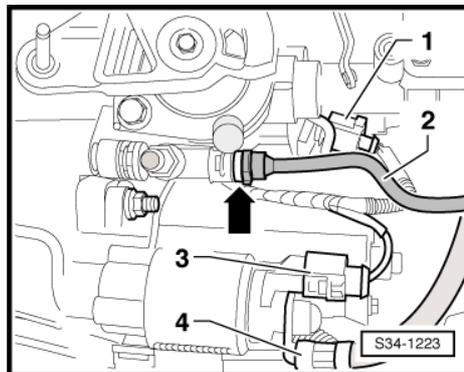
- Press the clutch pedal and leave it in this position. Do not let it return to initial position.
- Close the vent valve and disconnect the bleeder hose -A- from the bleeder -arrow-.
- Pull out retaining clip -arrow- for plastic line -2- up to the stop.
- Pull out the plastic line from the bleeder/slave cylinder and close with a suitable plug.



Note

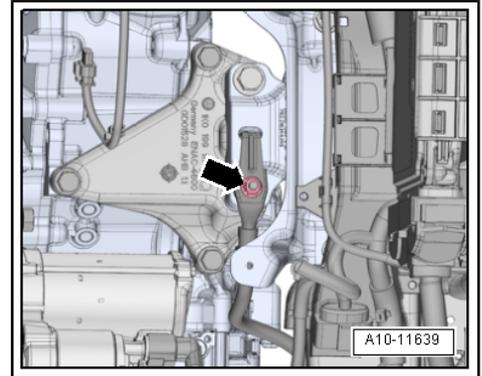
Do no longer move the clutch pedal after removing the plastic line.

- Disconnect plug -1- of the reversing light switch - F4- .
- Remove the connector -3- and the cable -4- from the starter.
- Remove engine/gearbox connecting screws at the top.



- Unscrew nut -arrow- and remove earth strap from gearbox mount, if present.

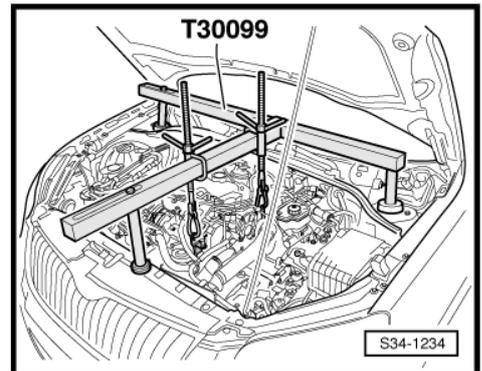
For vehicles Yeti



- Fit supporting device - T30099- .

For vehicles Octavia III

ŠKODA

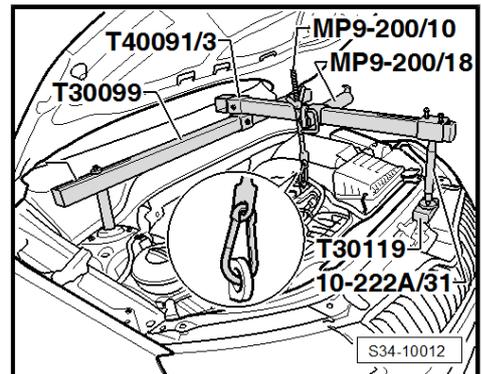


- Fit supporting device -T30099- .

Continued for all vehicles



If hose and cable connections are located in the area of the lifting eye(s) of the engine for the hook (hooks) of the supporting device - T30099- , they must now be removed.



- Attach the hook(s) of the supporting device to the lifting eye(s) of the engine.

- Slightly take up the weight of the engine/gearbox unit via the spindle(s), do not raise.

- Loosen the front wheel bolts.

- Raise vehicle:

◆ ⇒ Maintenance ; Booklet Yeti .

◆ ⇒ Maintenance ; Booklet Octavia III .

- Remove front wheels.

- Remove noise insulation ⇒ Body Work; Rep. gr. 50 and front left and right wheelhouse liner ⇒ Body Work; Rep. gr. 66 .

- Unscrew bracket from starter and remove starter ⇒ Electrical System; Rep. gr. 27 .

- Remove all supports for exhaust gas system from gearbox and from exhaust pipe ⇒ Engine; Rep. gr. 26 .

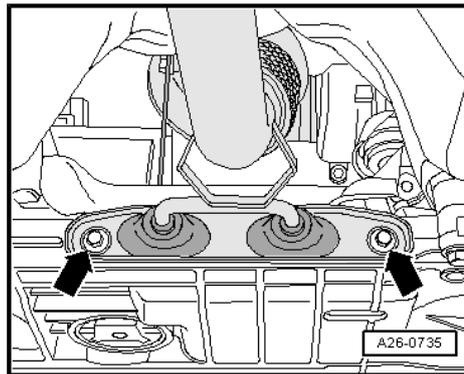


- Separate exhaust system at the clamping sleeve and remove bracket for the pre-exhaust pipe from the assembly carrier -arrows- → Engine; Rep. gr. 26 .
- Tie up pre-exhaust pipe.

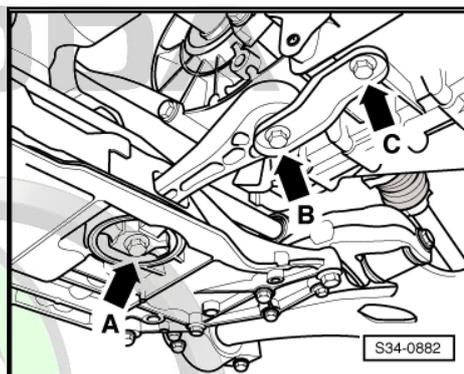


Note

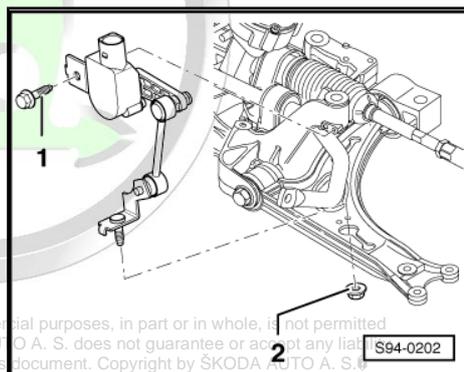
The decoupling element of the exhaust system should not be bent by more than 10° - risk of damage.



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



- Disconnect the plug connection on the front left vehicle level sensor - G78- (if present).
- Unscrew nut -2-.
- Release screw -1- and remove the sender.
- Fix the assembly carrier before removing → Chassis; Rep. gr. 40 .
- Remove the assembly carrier → Chassis; Rep. gr. 40 .

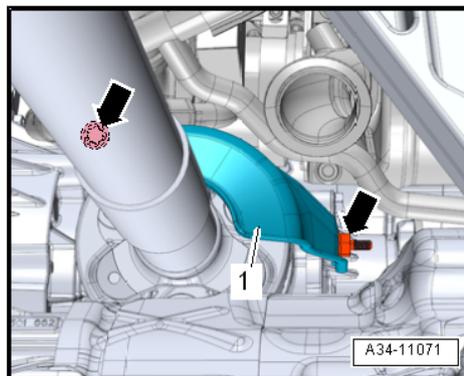


For vehicles Octavia III

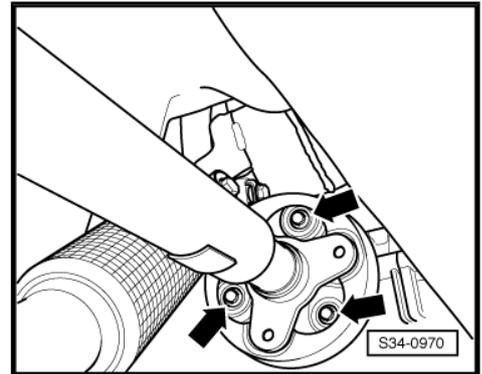
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- Release screws -arrows- and remove heat shield -1-.

For all vehicles



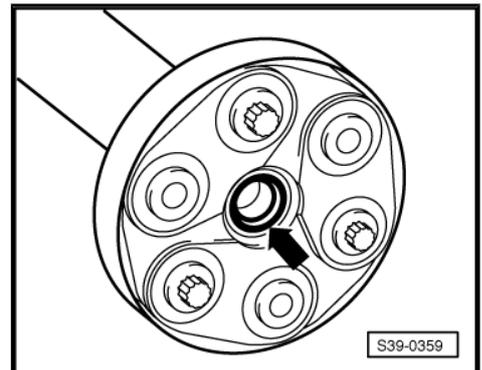
- Mark the position of the propshaft with flexible disk to the output flange of the angle gearbox.
- Unscrew the propshaft with flexible disk from the output flange of the angle gearbox -arrows-.



i Note

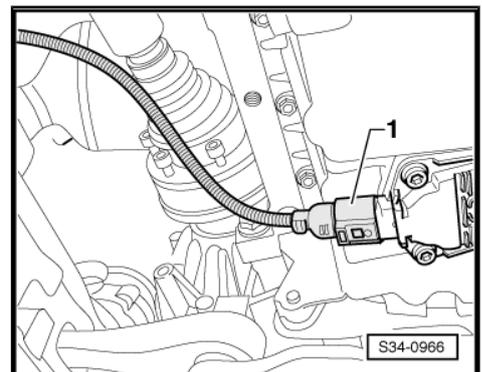
When removing and installing make sure that the gasket ring -arrow- in the flange of the propshaft is not damaged.

- Push engine/gearbox unit forwards and pull off the propshaft from the output flange of the angle gearbox.
- Tie up propshaft.



- Disconnect plug -1- from oil level and oil temperature sender - G266- .

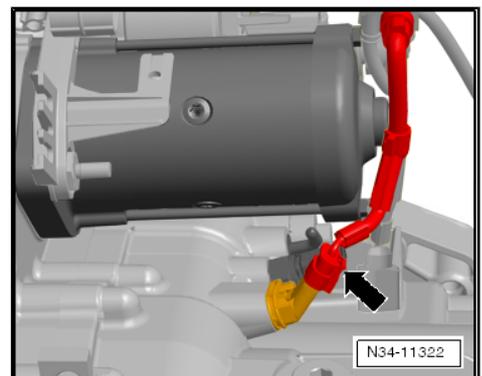
For vehicles with start-stop system



ŠKODA

- Separate the plug from the transmission neutral sender - G701- -arrow-.

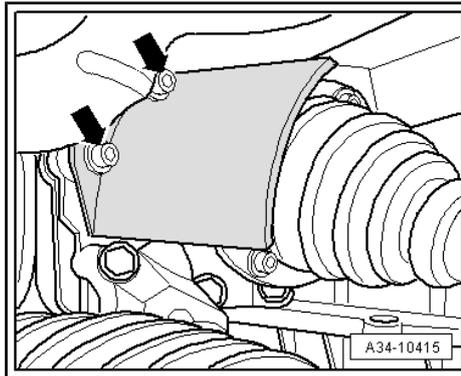
For vehicles Octavia III





- Unscrew nuts -arrows- and remove heat shield for right drive shaft (if any).

For vehicles Yeti



- If applicable, remove heat shield -A- for drive shaft -arrows 1-.

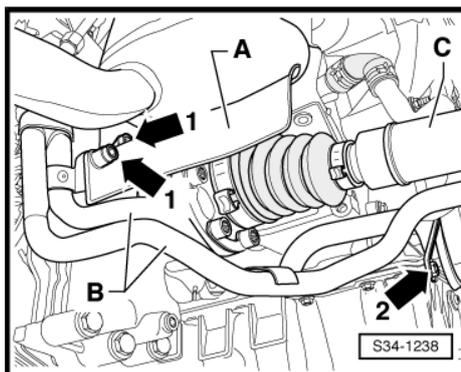
For Yeti vehicles with auxiliary heating

- Remove the coolant pipes -B- from the angle gearbox and the engine -arrow 2-.



Note

In this case do not open the cooling system.



- Remove left and right drive shafts -C- from the flange shafts of the gearbox ➔ Chassis; Rep. gr. 40 and tie up as far as possible (while doing so do not damage the surface protection).

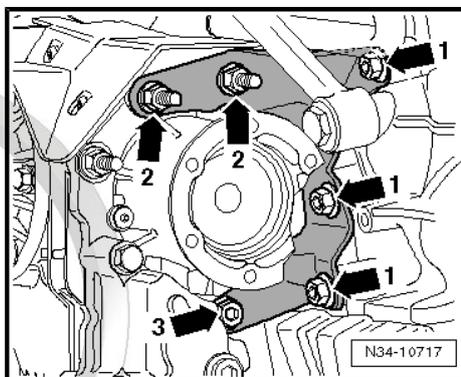
For Yeti vehicles with particle filter

- Remove particle filter with bracket for particle filter ➔ Engine; Rep. gr. 26 .
- Release screws for gearbox carrier at engine and angle gearbox -arrows 1, 2- and -3-.



Note

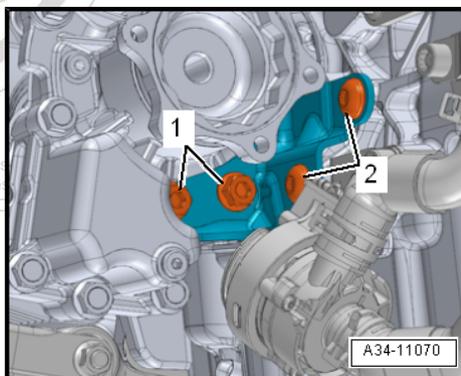
The gearbox carrier can only be removed if the gearbox is separated from the engine.



For Octavia III vehicles with TDI Common Rail engines

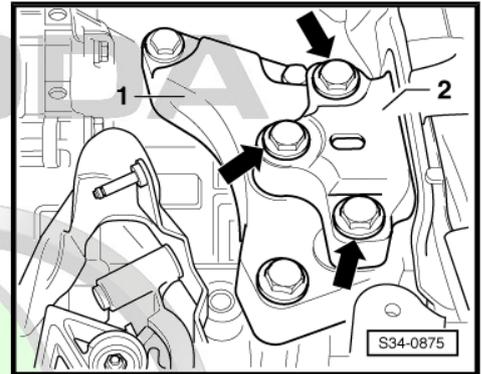
- Unscrew screws -1 and 2- and remove bracket for angle gearbox.

Continued for all vehicles

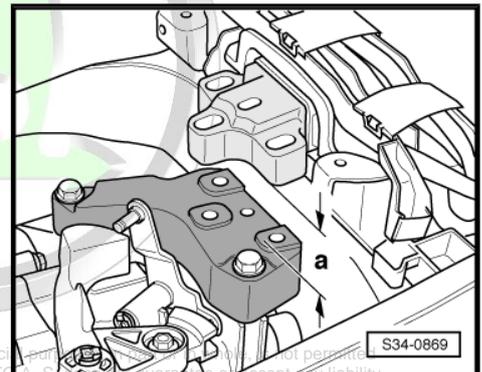


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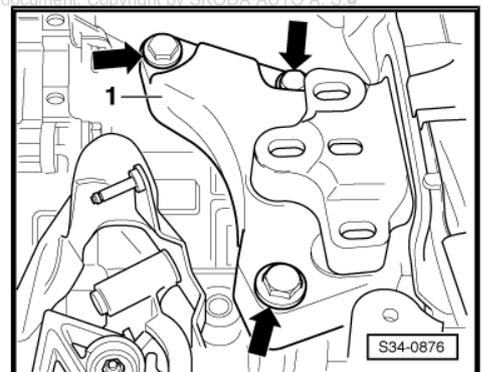
- Unscrew the screws -arrows- of the left unit mounting -2- from the console -1-.



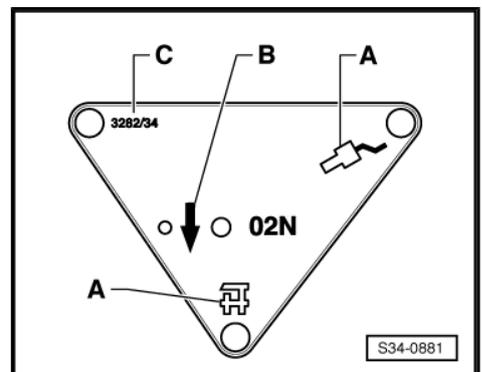
- Lower the gearbox to the dimension -a- approx. 60 mm by adjusting the spindles.



- Unscrew the fixing screws -arrows- for the console -1-.
- Remove console -1- from gearbox.
- Remove relay lever together with cable lock => [page 153](#) .
- Remove the gearshift lever from the gearshift shaft.
- Remove engine/gearbox connecting screws below.
- Align gearbox mount - 3282- for removal of gearbox "02Q" with adjusting plate - 3282/62- .
- Insert engine mount - 3282- into engine and gearbox jack , e.g. -V.A.G 1383A- .
- Align arms of the gearbox mount to match the holes in the adjusting plate .



- Screw in mounting elements -A-, as shown on the adjusting plate .
- Instead of the mounting element -C- screw in the bolt - 3282/29- .
- Position the engine and gearbox jack e.g. -V.A.G 1383A- below the vehicle; the arrow -B- on the adjusting plate points in the direction of travel/vehicle.
- Align the adjusting plate parallel to the gearbox.

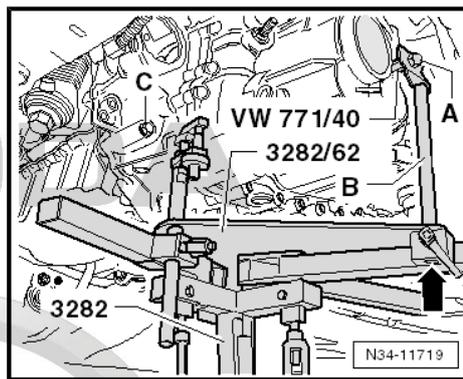




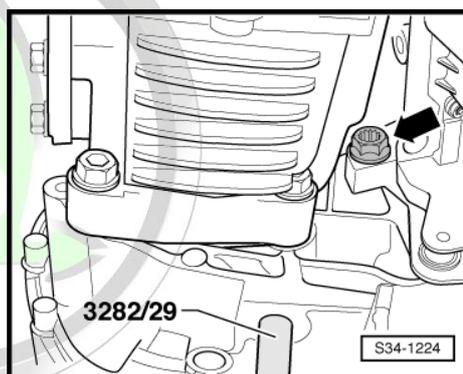
- Secure adapter - MP3-419/40 (VW 771/40)- in the threaded bore of the gearbox housing as shown.
- Subsequently screw in the bolt - 3282/29- into the hole for the fixing screw of the pendulum support on the gearbox.
- Secure the gearbox on the gearbox mount - 3282- using screw (M10 x 20) -A-.

While doing so the drift -B- should close at the bottom flush with the guide of the gearbox mount - 3282- -arrow-.

- Remove engine/gearbox -C- connecting screw.



- Unscrew the connecting screw of the engine/gearbox -arrow- next to the angle gearbox -A-.
- Press gearbox from engine (dowel sleeves).

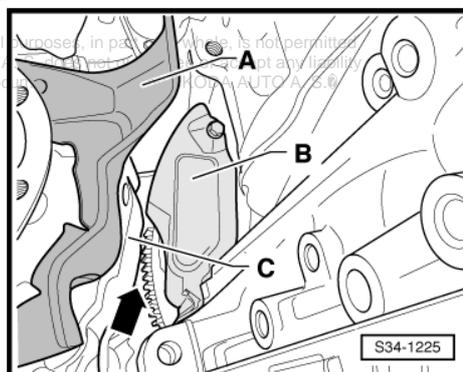


For Yeti vehicles with particle filter

- Remove the gearbox carrier -A- from the angle gearbox -C-.

Continued for all vehicles

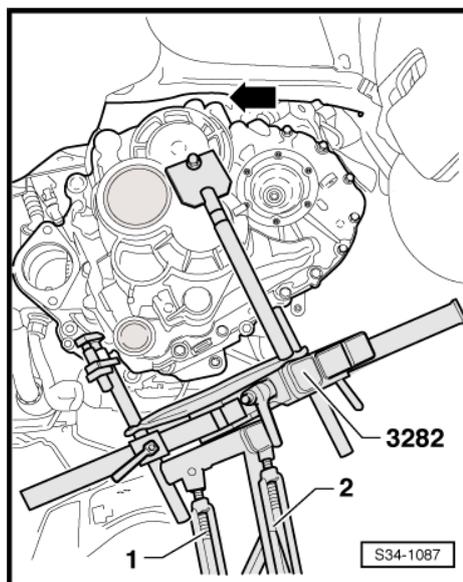
- Swivel the gearbox in the area of the differential gear/angle gearbox slightly backwards so that the small cover -B- is not damaged (cover remains installed).
- Then guide the gearbox and angle gearbox past the flywheel, while doing so observe the frame side rail -arrow-.



- Turn the gearbox via the spindles -1- and -2- of the gearbox mount - 3282- in such a way that it does not touch the frame side rail -arrow-.
- Carefully lower the gearbox.

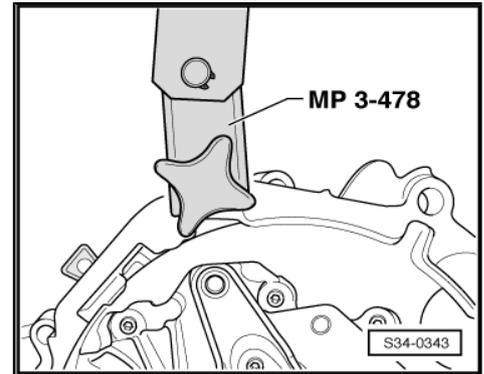
i Note

Observe all lines when lowering the gearbox.



2.5 Transporting the gearbox

- Screw down gearbox suspension device - MP3-478- onto clutch housing.



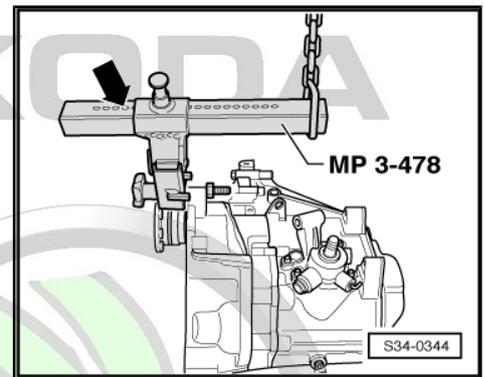
- Adjust supporting arm at slide with locking pin -arrow-.

Number of visible holes:

- ◆ on front drive = 6
- ◆ on four-wheel drive = 9

Number of visible holes = 9.

- Raise gearbox with workshop crane and gearbox suspension device - MP3-478- .
- Place down gearbox, e.g. in a transport container.



2.6 Installing gearbox - front-wheel drive and four-wheel drive (Octavia II and Superb II)

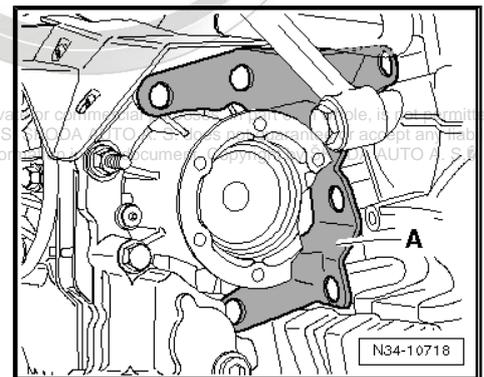
The installation of the gearbox occurs in reverse order. Observe the stress-free assembly bracket in the vehicle ⇒ Engine; Rep. gr. 10 .

For vehicles with particle filter and four-wheel drive

Fit support between engine and angle gearbox -A- onto the angle gearbox before flange mounting the gearbox.

- Screw propshaft onto the flange of the angle gearbox
⇒ [page 394](#) .

Continued for all vehicles



**Note**

- ◆ *Clean spline of drive shaft and apply a thin film of grease for the plug serration of the clutch disc - G 000 100- .*
- ◆ *Always replace the self-locking nuts and screws.*
- ◆ *If the gearbox is inserted, ensure the intermediate plate between the engine and gearbox is correctly installed.*
- ◆ *Check whether the dowel sleeves for centering the gearbox are present in the cylinder block, insert missing sleeves. If the sleeves are not provided, complications while shifting as well as problems with the clutch might occur and gearbox noises could arise.*
- ◆ *As of gearbox production date 28.05. 07, the threaded inserts are located in the bolt-holes for the pendulum support (e.g. "HeliCoil").*
- ◆ *Distinguishing feature: Shoulder on the first thread -arrow-. These threaded inserts can be installed with Thread Repair Kit - z. B. VAS 6024- .*
- ◆ *Pay attention to the corresponding fixing screws and the tightening torque for the pendulum support ⇒ Engine; Rep. gr. 10 .*

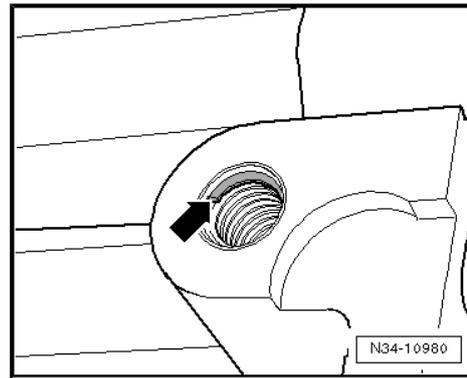
- Installing starter and cable ⇒ Electrical System; Rep. gr. 27 .
- Pay attention to the tightening sequence of the fixing screws for the gearbox carrier between engine and angle gearbox ⇒ [page 232](#) .

For vehicles Octavia II

- Install the cooling water tank cover ⇒ Body Work; Rep. gr. 66

For all vehicles

- Bleed the clutch control ⇒ [page 90](#) .
- Attach the shift mechanism to the gearbox (Octavia II) ⇒ [page 154](#) , (Superb II) ⇒ [page 162](#) .
- Setting the shift mechanism ⇒ [page 178](#) .
- Inspect the gear oil level in the gearbox ⇒ [page 223](#) .
- Check gear oil level in the angle gearbox ⇒ [page 244](#) .
- Install noise insulation ⇒ Body Work; Rep. gr. 50 and lower part of the front left wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Install front wheel ⇒ Chassis; Rep. gr. 44 .
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .



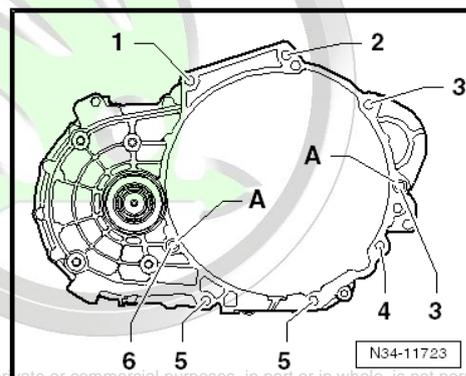
i Note

- ◆ After the battery earth strap is disconnected and connected, carry out additional operations ⇒ *Electrical System; Rep. gr. 27*.
- ◆ If the front left vehicle level sensor - G78- was removed, then the headlight beam setting must be checked ⇒ *Electrical System; Rep. gr. 94*.

2.6.1 Tightening torques

Gearbox to engine (flange fig. gearbox)

Pos.	Screw	Piece	Nm
1 ¹⁾	M12 x 55	1	80
2	M12 x 50	1	80
3 ^{1) 2)}	M12 x 170	2	80
4	M10 x 105	1	40
5	M10 x 50	2	40
6 ³⁾	M12 x 65	1	80
A	Dowel sleeves	2	



- 1) Screw with threaded pin M8
- 2) additional starter to gearbox
- 3) screwed in from the engine side
- Replace screws -1-, -2- and -4 to 6- ⇒ *Electronic Catalogue of Original Parts*.

Component	Tightening torque
Gearbox console to gearbox ¹⁾	60 Nm + 90°
Gearbox console to gearbox mount ¹⁾	60 Nm + 90°
Cover plate for flywheel	10 Nm
Screen cap of drive shaft to engine	35 Nm
Screen cap of drive shaft to angle gearbox	20 Nm
Support between engine and angle gearbox	⇒ page 232
Cable support to gearbox	Octavia II ⇒ page 138 , Superb II ⇒ page 144
Gearbox shift lever to gearshift shaft	Octavia II ⇒ page 138 , Superb II ⇒ page 144
Propshaft to angle gearbox	⇒ page 415
Pendulum support to gearbox	⇒ Engine; Rep. gr. 10
Support for particle filter	⇒ Engine; Rep. gr. 26
Exhaust pipe with catalytic converter	⇒ Engine; Rep. gr. 26
Supports for exhaust manifold	⇒ Engine; Rep. gr. 26
Bracket for electric cables	⇒ Electrical System; Rep. gr. 27
Drive shaft to flange shaft	⇒ Chassis; Rep. gr. 40
Coupling rod	⇒ Chassis; Rep. gr. 40
Assembly carrier with consoles and track control arms	⇒ Chassis; Rep. gr. 40



Component	Tightening torque
Front left side vehicle level sensor - G78-	⇒ Chassis; Rep. gr. 40
Wheel bolts	⇒ Chassis; Rep. gr. 40

1) Always replace screws ⇒ Electronic Catalogue of Original Parts .

2.7 Install gearbox - front-wheel drive and four-wheel drive (Yeti and Octavia III)

The installation of the gearbox occurs in reverse order. Observe the stress-free assembly bracket in the vehicle ⇒ Engine; Rep. gr. 10 .

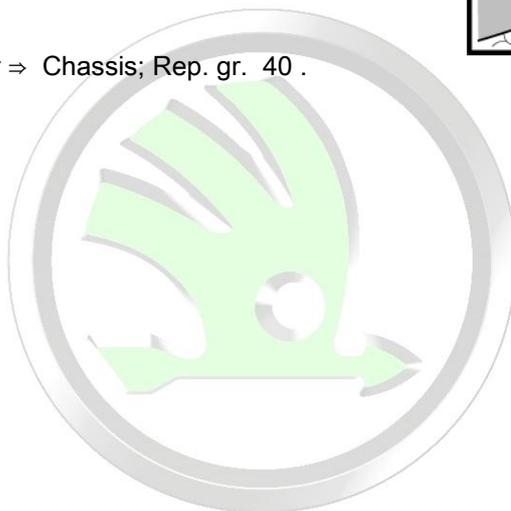
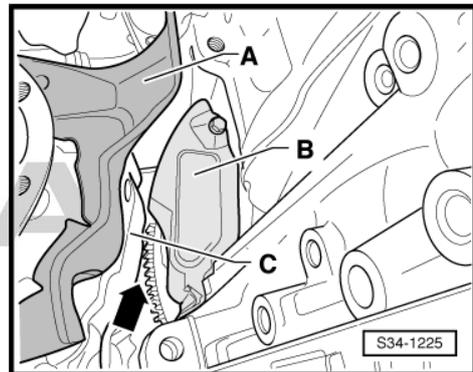
- Clean splines of drive shaft and apply a thin film of grease for plug serration of clutch disc - G 000 100- .
- Always replace the self-locking nuts and screws.
- Check whether the dowel sleeves for centering the gearbox are present in the cylinder block, insert missing sleeves. If the sleeves are not provided, complications while shifting as well as problems with the clutch might occur and gearbox noises could arise.
- If the gearbox is inserted, ensure the intermediate plate between the engine and gearbox is correctly installed.

For Yeti vehicles with particle filter and four-wheel drive

- Fit the gearbox carrier -A- to the engine onto the angle gearbox -C- before installing the gearbox.
- Do not damage the small cover -B- (cover remains installed) when inserting the gearbox.
- Screw propshaft onto the flange of the angle gearbox.
- ◆ Yeti vehicles ⇒ [page 398](#) .
- ◆ Octavia III vehicles ⇒ [page 405](#) .

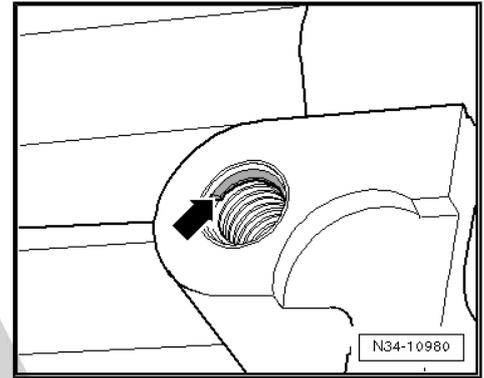
For all vehicles

- Install the assembly carrier ⇒ Chassis; Rep. gr. 40 .



 **Note**

- ◆ *Threaded inserts (e.g. "Heli Coil") are located in the pendulum support screwing boreholes.*
- ◆ *Distinguishing feature: Shoulder on the first thread -arrow-. These threaded inserts can be installed with Thread Repair Kit , e.g. -VAS 6024- .*
- ◆ *Pay attention to the corresponding fixing screws and the tightening torque for the pendulum support ⇒ Engine; Rep. gr. 10 .*



- Installing starter and cable ⇒ Electrical System; Rep. gr. 27 .
- Install the cooling water tank cover ⇒ Body Work; Rep. gr. 66 .
- Bleed the clutch control ⇒ [page 90](#) .
- Attach the shift mechanism to the gearbox ⇒ [page 166](#) .
- Setting the shift mechanism ⇒ [page 178](#) .
- Inspect the gear oil level in the gearbox ⇒ [page 223](#) .
- Check gear oil level in the angle gearbox ⇒ [page 244](#) .
- Install sound dampening ⇒ Body Work; Rep. gr. 50 and install front left and right wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Install front wheel ⇒ Chassis; Rep. gr. 44 .
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .

 **Note**

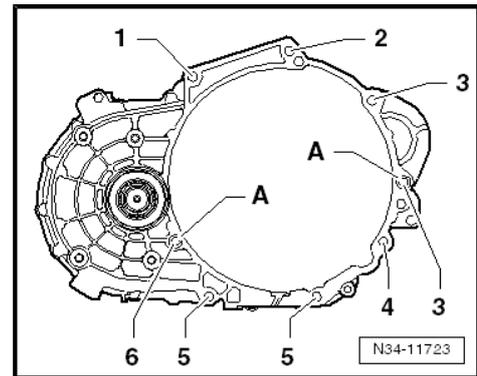
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- ◆ *After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .*
- ◆ *If the front left vehicle level sensor - G78- was removed, then the headlight beam setting must be checked ⇒ Electrical System; Rep. gr. 94 .*

2.7.1 Tightening torques

Gearbox to engine (flange fig. gearbox)

Pos.	Screw	Piece	Nm
1 ¹⁾	M12 x 55	1	80
2	M12 x 50	1	80
3 ^{1) 2)}	M12 x 170	2	80
4	M10 x 105	1	40
5	M10 x 50	2	40
6 ³⁾	M12 x 65	1	80
A	Dowel sleeves	2	



- 1) Screw with threaded pin M8
 2) additional starter to gearbox
 3) screwed in from the engine side
 – Replace screws -1-, -2- and -4 to 6- → Electronic Catalogue of Original Parts .

Component	Tightening torque
Gearbox console to gearbox ¹⁾	60 Nm + 90° further
Gearbox console to gearbox mount ¹⁾	60 Nm + 90° further
Cover plate for flywheel	10 Nm
Earth strap to fixing screw for gearbox console	20 Nm
Gearbox carrier at engine and angle gearbox	Yeti ⇒ page 232 , Octavia III ⇒ page 234
Cable support to gearbox	Yeti ⇒ page 149 , Octavia III ⇒ page 141
Gearbox shift lever to gearshift shaft	Yeti ⇒ page 149 , Octavia III ⇒ page 141
Pendulum support to gearbox	⇒ Engine; Rep. gr. 10
Particle filter to engine	⇒ Engine; Rep. gr. 10
Pre-exhaust pipe to assembly carrier	⇒ Engine; Rep. gr. 10
Supports for exhaust manifold	⇒ Engine; Rep. gr. 10
Bracket for electrical cables to starter	⇒ Electrical System; Rep. gr. 27
Drive shaft to flange shaft	⇒ Chassis; Rep. gr. 40
Coupling rod to anti-roll bar	⇒ Chassis; Rep. gr. 40
Front left side vehicle level sensor - G78-	⇒ Chassis; Rep. gr. 40

1) Always replace screws ⇒ Electronic Catalogue of Original Parts .

2) The heat shield for the right drive shaft is secured with 2 nuts or in combination with some engines it is secured with 3 nuts.

3 Check gear oil level

Special tools and workshop equipment required

- ◆ Socket wrench insert - T30023 (3357)-

Gearbox oil specification → Electronic Catalogue of Original Parts .

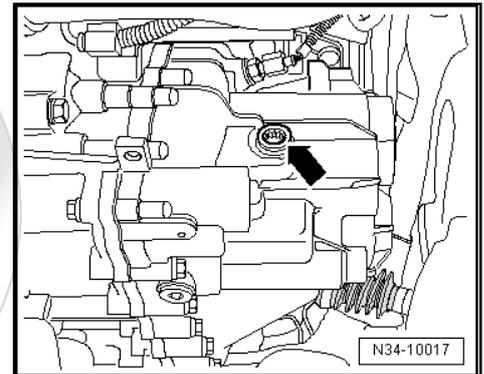
- Remove the noise insulation below the engine/gearbox → Body Work; Rep. gr. 50 .
- Unscrew gear oil filler threaded plug -arrow-.

The oil is at the correct level if the gear is filled up to the lower edge of the oil filler hole.

- Screw in screw -arrow- using a new sealing ring.
- Tighten screws -arrow- to tightening torque ⇒ [page 292](#) .

If re-filling, do the following:

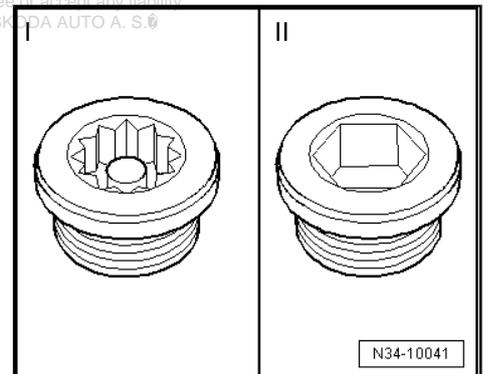
- Unscrew plug -arrow-.
- Pour in gear oil up to lower edge of filler hole.
- Screw in screw -arrow- using a new sealing ring.
- Tighten screws -arrow- to tightening torque ⇒ [page 292](#) .
- Install the noise insulation below the engine/gearbox → Body Work; Rep. gr. 50 .



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Different versions of oil filler plug and oil drain plug

- I - Oil filler plug and oil drain plug with internal serration
- II - Oil filler plug and oil drain plug with Allan key



4 Removing and installing angle gearbox

Removing angle gearbox (Octavia II, Superb II and Yeti)
 ⇒ [page 224](#) .

Installing angle gearbox (Octavia II, Superb II and Yeti)
 ⇒ [page 229](#) .

Angle gearbox - Summary of components (Octavia III)
 ⇒ [page 234](#) .

Angle gearbox parts - Summary of components (Octavia III)
 ⇒ [page 236](#) .

Remove angle gearbox (Octavia III) ⇒ [page 237](#) .

Install angle gearbox (Octavia III) ⇒ [page 242](#) .

Tightening torques for angle gearbox (Octavia III) ⇒ [page 242](#) .

Special tools and workshop equipment required

- ◆ Socket insert - T10107A-
- ◆ Thread repair set , e.g. -VAS 6024-
- ◆ Grease for plug serration of clutch disc - G 000 100-
- ◆ Plug - T10460-

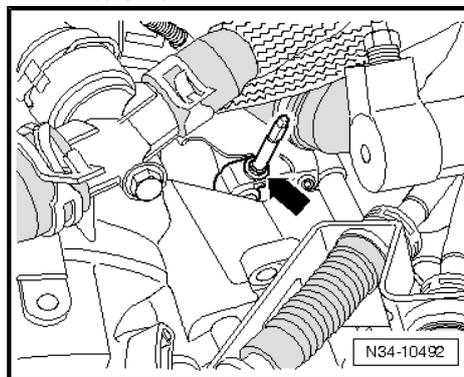
4.1 Removing angle gearbox (Octavia II, Superb II and Yeti)

For vehicles Octavia II and Superb II

First check if a ventilation pipe -arrow- is mounted at the angle gearbox.

- Remove air filter ⇒ Engine; Rep. gr. 23 or ⇒ Engine; Rep. gr. 24 .

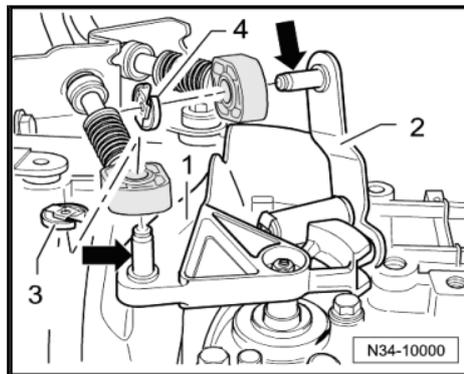
To remove the ventilation pipe, the shift mechanism must be removed from the gearbox:



- Remove lock washer -3- for shift cable from gearbox shift lever -1- and pull off the shift cable from the stud -arrow-.

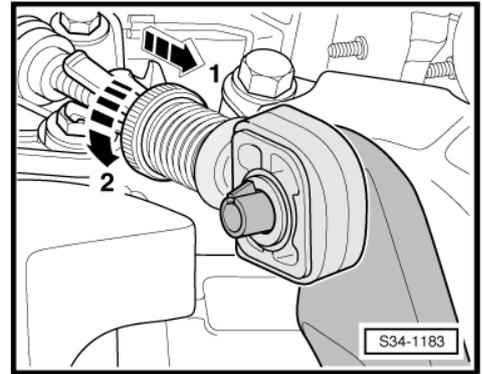
Metal relay lever

- Remove lock washer -4- for selector cable from relay lever -2- and pull off the selector cable from the stud -arrow-.



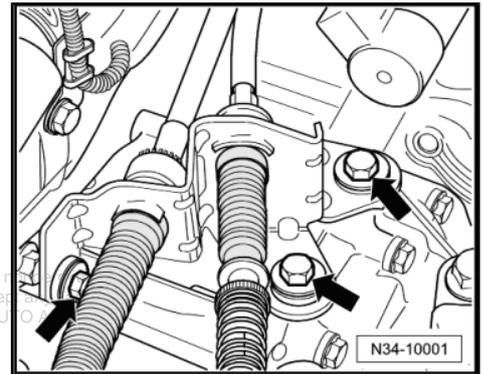
Plastic relay lever

- In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.



For vehicles Octavia II and Superb II

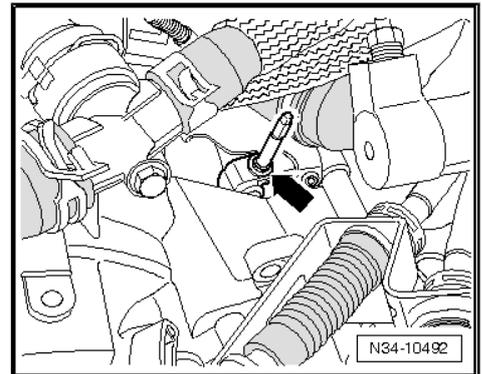
- Disconnect cable support from gearbox -arrows-, lay aside and tie up.



- If present, remove the ventilation pipe from the angle gearbox -arrow-.
- Loosen the wheel bolts on front left and front right.

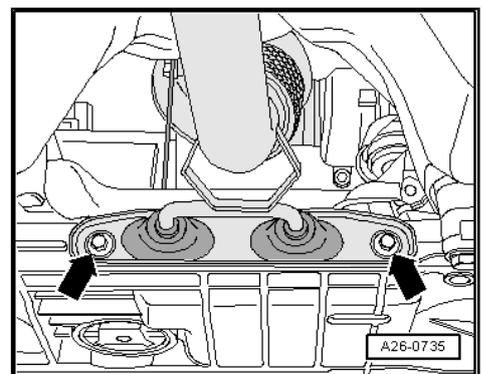
For all vehicles

- Raise vehicle:
 - ◆ ⇒ Maintenance ; Booklet Octavia II .
 - ◆ ⇒ Maintenance ; Booklet Superb II .
 - ◆ ⇒ Maintenance ; Booklet Yeti .
- Remove wheels at the front.
- Remove noise insulation ⇒ Body Work; Rep. gr. 50 and front right wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Remove all supports for exhaust gas system from gearbox and from exhaust pipe ⇒ Engine; Rep. gr. 26 .
- Separate exhaust system at the clamping sleeve and remove bracket for the exhaust system from the assembly carrier -arrows- ⇒ Engine; Rep. gr. 26 .
- Tie up pre-exhaust pipe.



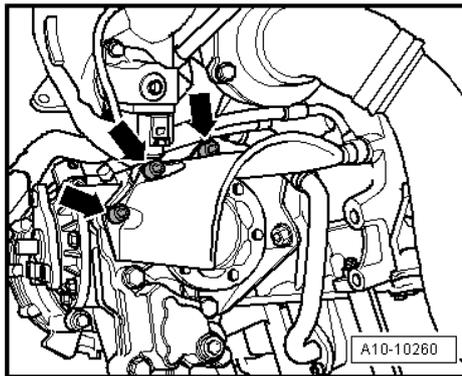
Note

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

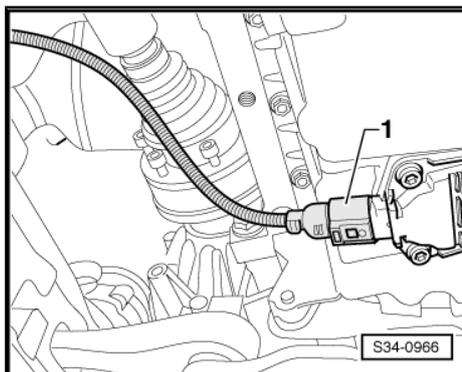




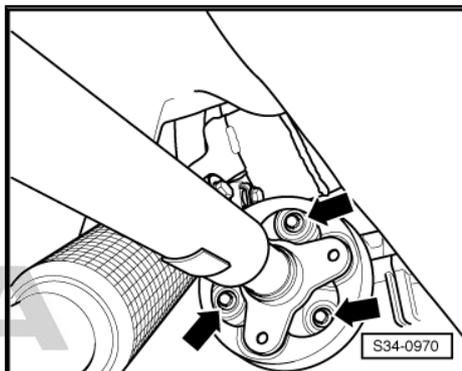
- If present, remove heat shield for drive shaft -arrows-.



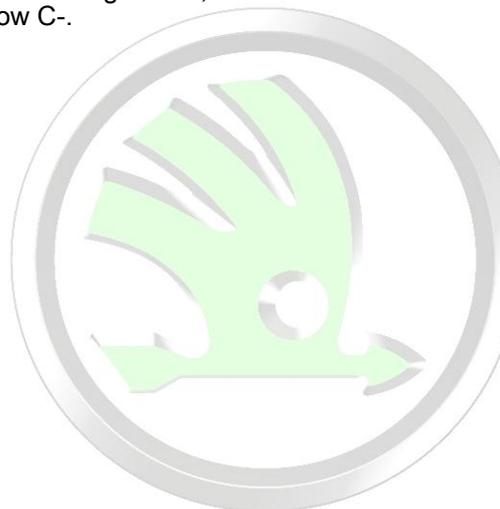
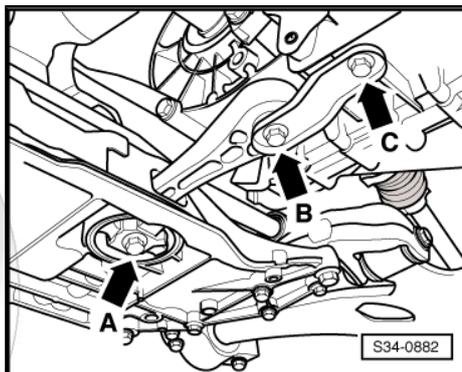
- Disconnect plug -1- from oil level and oil temperature sender - G266- .



- Mark the position of the propshaft with flexible disk to the flange of the angle gearbox.
- Unscrew propshaft with flexible disk from flange of angle gearbox -arrows-.



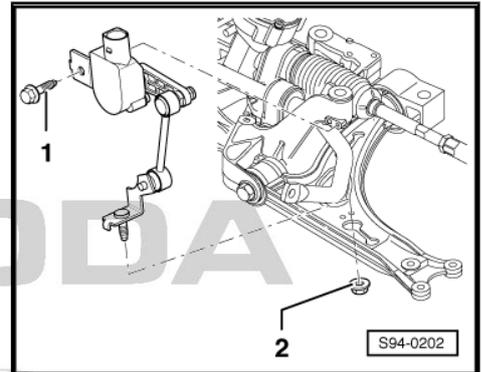
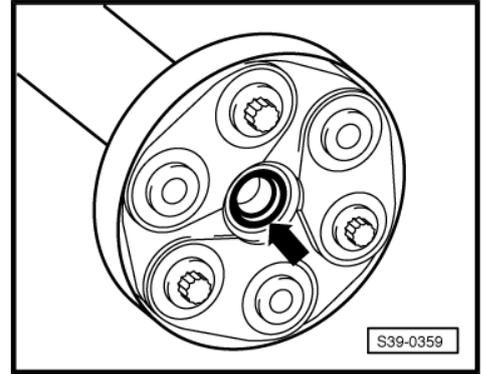
- Remove pendulum support from gearbox, to do so release the bolts -arrow B- and -arrow C-.



i Note

After removing the pendulum support from the gearbox, the engine/gearbox unit swivels slightly towards the front (direction front). When removing and installing make sure that the gasket ring -arrow- in the flange of the propshaft is not damaged.

- Push engine/gearbox unit forwards and pull off the propshaft from the output flange of the angle gearbox.
- Raise propshaft and tie up.
- Disconnect the plug connection on the front left vehicle level sensor - G78- (if present).
- Unscrew nut -2-.
- Release screw -1- and remove the sender.
- Fix the assembly carrier before removing ⇒ Chassis; Rep. gr. 40 .
- Remove assembly carrier with pendulum support, anti-roll bar, consoles, steering gear and track control arms ⇒ Chassis; Rep. gr. 40 .

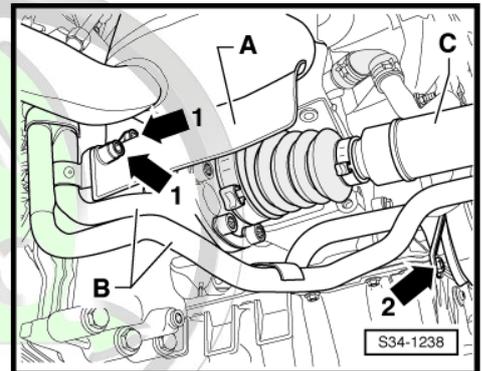


For vehicles Superb II and Yeti

- If applicable remove heat shield -A- for drive shaft -arrows 1-.

Vehicles with auxiliary heating

- On these vehicles, remove the coolant pipes -B- from the angle gearbox and the engine -arrow 2-.



i Note

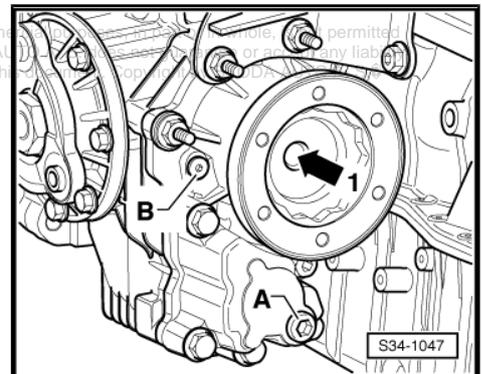
In this case do not open the cooling system.

For all vehicles

- Remove right drive shaft from the flange shaft of the gearbox ⇒ Chassis; Rep. gr. 40 and tie up (do not damage the surface protection).
- Remove the right flange shaft bolt -arrow 1- using the socket insert - T10107A- .

i Note

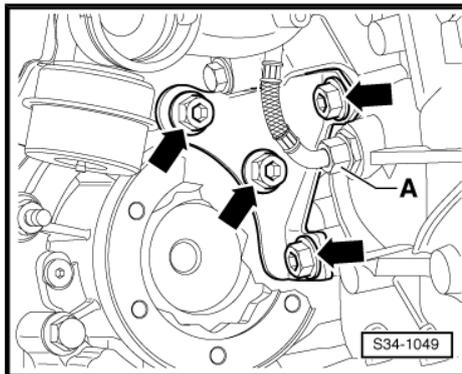
On vehicles without particle filter, the right flange shaft remains in the angle gearbox.



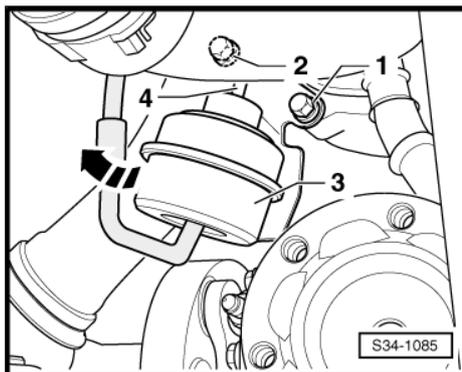


For vehicles without particle filter

- If present, remove oil line for exhaust turbocharger -A- at engine.
- Release screws -arrows- for gearbox carrier at engine and angle gearbox and remove gearbox carrier.



- If necessary the vacuum setting element of the charge pressure control -3- must be slightly turned to the side so that the upper fixing screws for angle gearbox are accessible on the manual gearbox.
- To do so, the screw -1- must be released and the screw -2- (covered) must only be slackened. Then press the vacuum setting element -3- slightly to the side -direction of arrow-, while doing so do not damage the rod -4-.



For vehicles with particle filter

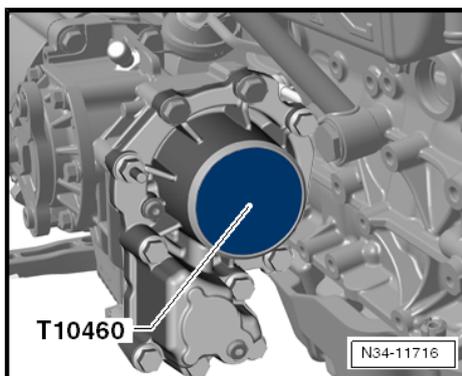
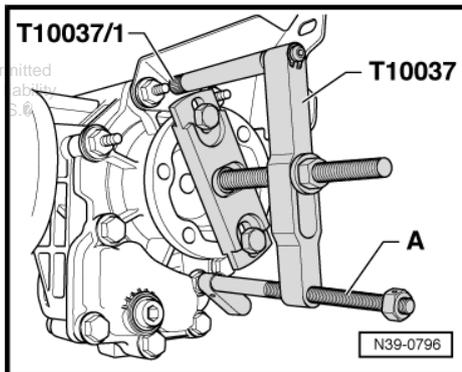
- Remove particle filter with bracket for particle filter ⇒ Engine; Rep. gr. 26 .
- Position the catch pan under the angle gearbox.
- Screw extractor - T10037- onto right flange shaft.



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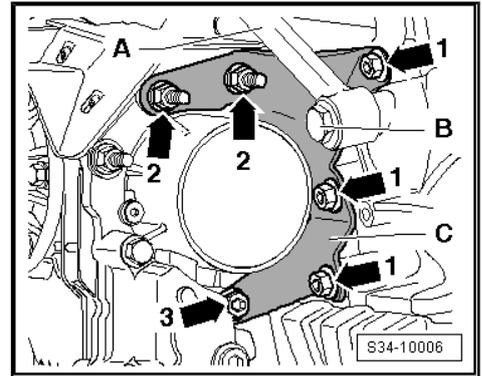
Use the extractor - T10037- to remove the right flange shaft so that the needle bearings on the flange shaft are not damaged.

- Insert the thrust piece - MP3-410- between the gearbox carrier and the knurled nut -T10037/1- .
- Align the extractor - T10037- with the support -A- parallel to the flange.
- Take out the flange shaft.
- Close angle gearbox with plugs - T10460- .

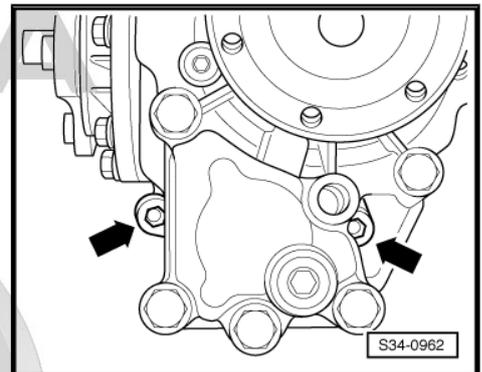


- Remove the support -A- for exhaust gas turbocharger from the exhaust gas turbocharger, release the hollow screw -B- and remove the support ⇒ Engine; Rep. gr. 21 .
- Release screws for gearbox carrier at engine and angle gearbox -arrows 1, 2- and -3-.

For all vehicles



- Unscrew the bottom engine/gearbox connecting screws -arrows-.

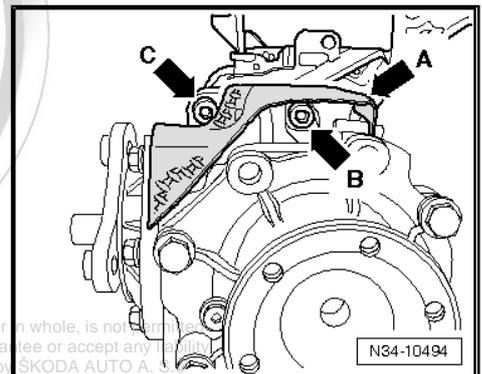


On certain vehicles a heat shield -arrow A- is located on the top side of the angle gearbox.

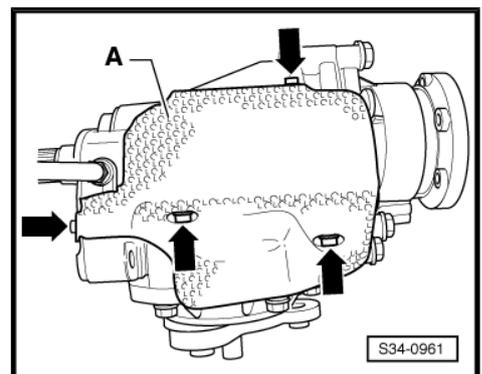
The screw -arrow B- is accessible below the heat shield.

The screw -arrow C- is accessible above the heat shield.

- Unscrew screws -arrow B- and -arrow C-.
- Carefully press off angle gearbox from manual gearbox, while doing so secure it against falling.
- Take out angle gearbox.



- If the angle gearbox is replaced, the heat shield -A- must be removed from the previous angle gearbox -arrows-



4.2 Installing angle gearbox (Octavia II, Superb II and Yeti)

- The installation occurs in reverse order, while paying attention to the following.

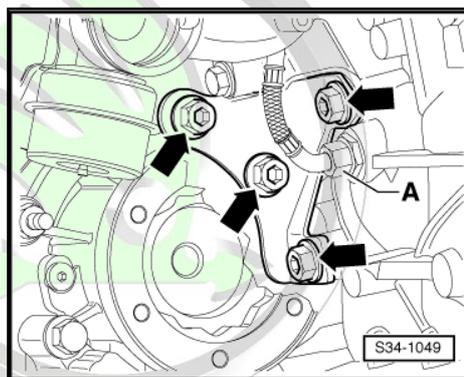
i Note

- ◆ On installed manual gearbox, lightly grease the rigid serration at differential gear with grease for the plug serration of the clutch disc - G 000 100- .
- ◆ If applicable, install the heat shield ⇒ [page 229](#) when replacing the angle gearbox.
- ◆ When attaching the angle gearbox to the manual gearbox slowly turn the flange shaft (carefully push angle gearbox to gearbox up to stop).
- ◆ Do not pull angle gearbox with the fixing screws against the manual gearbox, otherwise the angle gearbox can tilt and the fixing eyes can break off.
- ◆ Tighten gearbox/angle gearbox connecting screws crosswise (always replace screws ⇒ *Electronic Catalogue of Original Parts*).

- Attach angle gearbox to gearbox and tighten connecting screws crosswise.

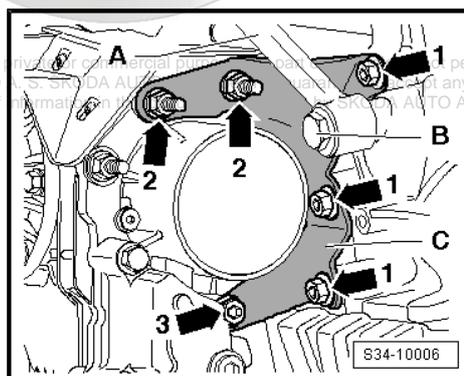
For vehicles without particle filter

- Install gearbox carrier at engine and angle gearbox -arrows-, to do so pay attention to the tightening sequence of the screws ⇒ [page 232](#) .
- If present, install oil line for exhaust turbocharger -A- at engine.



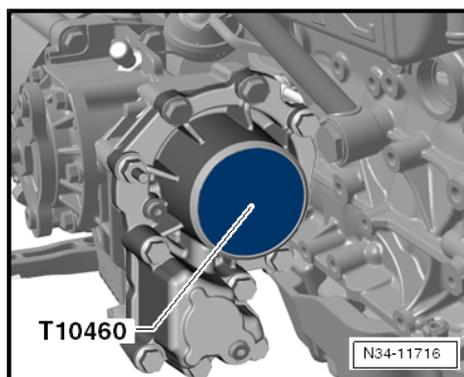
For vehicles with particle filter

- Install gearbox carrier at engine and angle gearbox, to do so pay attention to the tightening sequence of the screws -arrows 1, 2- and -3- ⇒ [page 232](#) .
- Install the support -A- for exhaust gas turbocharger, to do so attach the support on the exhaust gas turbocharger and screw in the hollow screw -B- with new O-rings ⇒ Engine; Rep. gr. 21 .

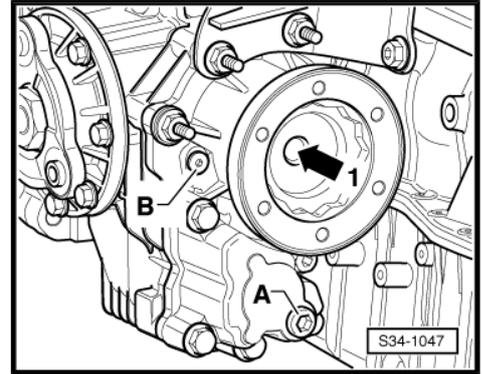


- Remove plugs - T10460- from angle gearbox.
- Carefully right drive in flange shaft, to do so turn.
- Install particle filter with bracket for particle filter ⇒ Engine; Rep. gr. 26 .

For all vehicles



- Tighten the screw of the flange shaft -arrow 1- with socket insert - T10107A- .
- After installing the right flange shaft, check the oil level in the angle gearbox => [page 244](#) , to do so unscrew the oil filler plug -B-.
- Screw the right drive shaft onto the flange shaft of the gearbox => Chassis; Rep. gr. 40 .

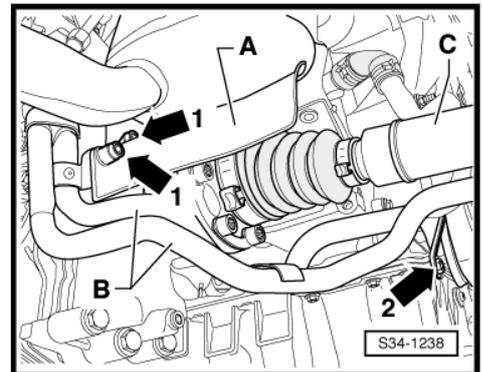


Vehicles with auxiliary heating

- On these vehicles, fit the coolant pipes -B- onto the double screws at the angle gearbox and install on the engine -arrow 2-.

For all vehicles

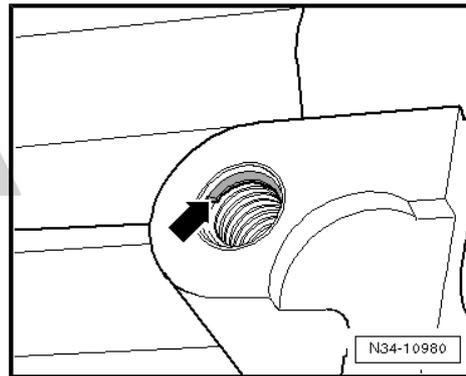
- Install heat shield -A- for drive shaft, if present -arrows 1-.
- Install assembly carrier with pendulum support, anti-roll bar, consoles, steering gear and track control arms => Chassis; Rep. gr. 40 .



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**Note**

- ◆ As of gearbox production date 28.05. 07, the threaded inserts are located in the bolt-holes for the pendulum support (e.g. "HeliCoil").
- ◆ Distinguishing feature: Shoulder on the first thread -arrow-. These threaded inserts can be installed with Thread Repair Kit - z. B. VAS 6024- .
- ◆ Pay attention to the corresponding fixing screws and the tightening torque for the pendulum support ⇒ Engine; Rep. gr. 10 .



If the shift mechanism was removed from the gearbox:

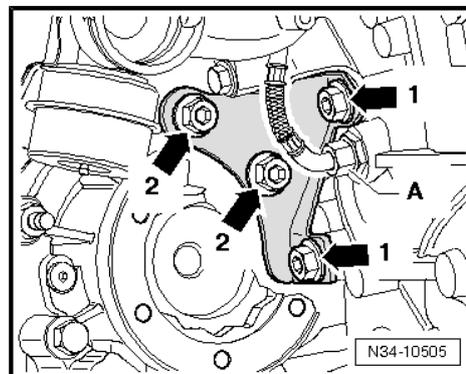
- Attach shift mechanism to the gearbox and adjust shift mechanism.
- ◆ Remove and install shift mechanism (Octavia II) ⇒ [page 154](#) , adjust shift mechanism ⇒ [page 178](#) .
- ◆ Remove and install shift mechanism (Superb II) ⇒ [page 162](#) , adjust shift mechanism ⇒ [page 178](#) .
- ◆ Remove and install shift mechanism (Yeti) ⇒ [page 166](#) , adjust shift mechanism ⇒ [page 178](#) .
- Screw propshaft onto the flange of the angle gearbox ⇒ [page 394](#) .
- Install all supports for exhaust system at gearbox and front exhaust pipe ⇒ Engine; Rep. gr. 26 .
- Assemble exhaust system free of stress and install bracket for the exhaust system at the assembly carrier ⇒ Engine; Rep. gr. 26 .
- Install the front right wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .
- Install front wheel ⇒ Chassis; Rep. gr. 44 .
- If the front left vehicle level sensor - G78- was removed, then the headlight beam setting must be checked ⇒ Electrical System; Rep. gr. 94 .

4.2.1 Tightening torques

On vehicles without particle filter install gearbox carrier at engine and angle gearbox

When installing the gearbox carrier, observe the following mounting sequence:

- Screw in screws -arrows 1- by hand.
- Tighten screws -arrows 2- to 40 Nm.
- Tighten screws -arrows 1- to 40 Nm.





Component	Tightening torque
Gearbox carrier at engine and angle gearbox	40 Nm
Right flange shaft	⇒ page 264
Gearbox/angle gearbox ¹⁾ connecting screws	⇒ page 264
Cable support to gearbox	⇒ page 144
Pendulum support	⇒ Engine; Rep. gr. 10
Vacuum setting element of charge pressure control to exhaust turbocharger	⇒ Engine; Rep. gr. 21
Supports for exhaust manifold	⇒ Engine; Rep. gr. 26
Front left side vehicle level sensor - G78-	⇒ Chassis; Rep. gr. 40
Drive shaft to flange shaft	⇒ Chassis; Rep. gr. 40
Assembly carrier with consoles and track control arms	⇒ Chassis; Rep. gr. 40

1) Always replace screws ⇒ Electronic Catalogue of Original Parts .

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Vehicles Yeti

Pos.	Screw	Pieces
1	M10 x 21	3
2 ¹⁾	M10 x 45	2
3	M10 x 62	1

When installing the gearbox carrier, observe the following mounting sequence:

- Screw in all screws by hand.
- Tighten screws -arrows 2- and -arrow 3- to 40 Nm.
- Tighten screws -arrows 1- to 40 Nm.

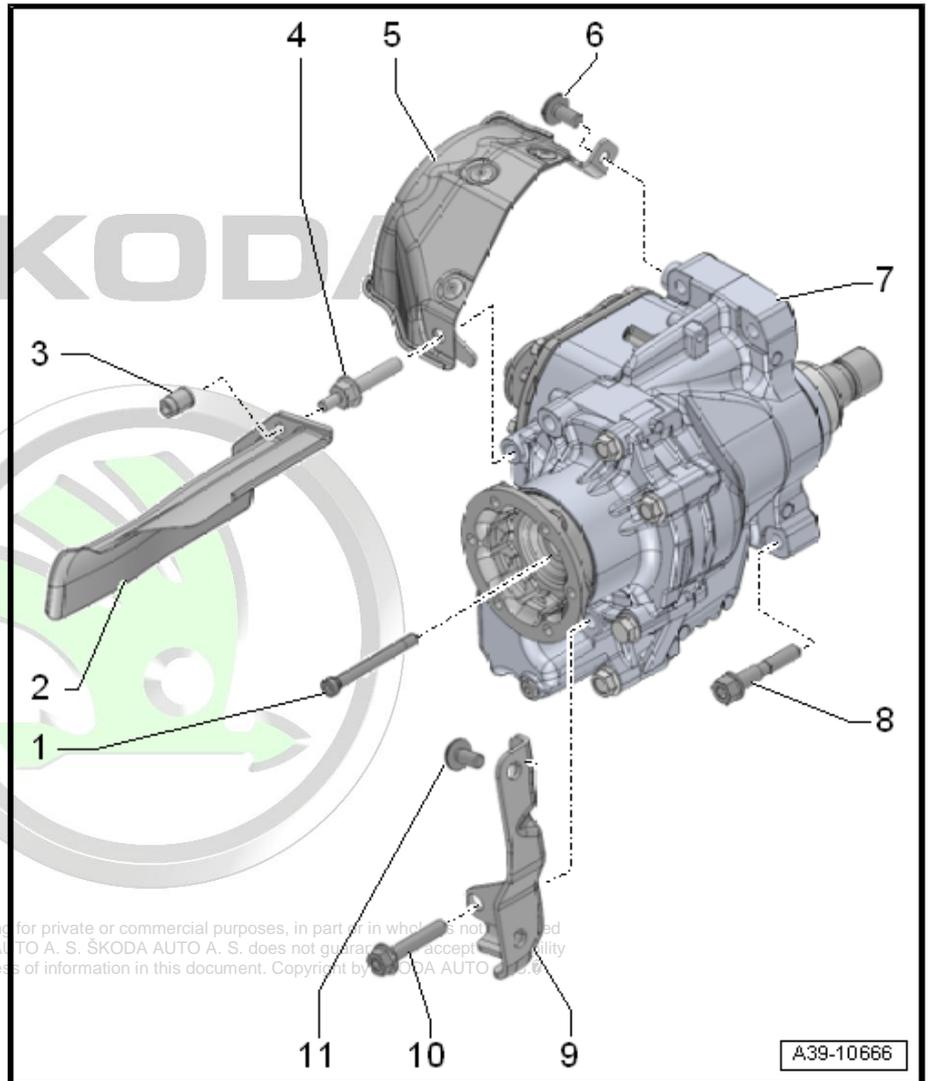
Component	Tightening torque
Heat shield for angle gearbox	5 Nm
Heat shield of drive shaft to angle gearbox ¹⁾	20 Nm
Right flange shaft to gearbox	⇒ page 382
Gearbox/angle gearbox ²⁾ connecting screws	⇒ page 261
Pendulum support to gearbox	⇒ Engine; Rep. gr. 10
Front left side vehicle level sensor - G78-	⇒ Chassis; Rep. gr. 40

1) The heat shield for the right drive shaft is secured with 2 nuts or in combination with some engines it is secured with 3 nuts.

2) Always replace screws ⇒ Electronic Catalogue of Original Parts .

4.3 Angle gearbox - Summary of components (Octavia III)

- 1 - Screw, 33 Nm**
- 2 - Heat shield**
 - for right drive shaft
- 3 - Screw**
 - Tightening torque ⇒ Chassis; Rep. gr. 40
- 4 - Double screw, 40 Nm**
- 5 - Heat shield**
 - for propshaft
- 6 - Screw, 20 Nm**
- 7 - Angle gearbox**
 - removing ⇒ [page 237](#)
 - installing ⇒ [page 242](#)
- 8 - Turn screws further to 40 Nm + 90° (1/4 turns)**
 - replace
 - order of tightening ⇒ [page 242](#)
- 9 - Support**
 - for angle gearbox
 - different versions, assignment ⇒ Electronic Catalogue of Original Parts
- 10 - Screw, 40 Nm**
 - order of tightening ⇒ [page 243](#)
- 11 - Screw, 40 Nm**
 - order of tightening ⇒ [page 243](#)



4.4 Angle gearbox parts - Summary of components (Octavia III)

1 - Sealing ring

- between angle gearbox and gearbox - on angle gearbox
- replace ⇒ [page 361](#)

2 - Angle gearbox

- removing ⇒ [page 237](#)
- installing ⇒ [page 242](#)

3 - Oil drain plug

- with captive seal
- replace
- Tightening torque:

◆ oily thread: 11 Nm

◆ dry thread: 20 Nm

4 - Oil filler plug

- with captive seal
- replace
- Tightening torque:

◆ oily thread: 11 Nm

◆ dry thread: 20 Nm

5 - Sealing ring

- for right flange shaft
- replace ⇒ [page 361](#)

6 - Ventilation tube

- for venting the angle gearbox
- pull in up to stop

7 - Cap

- for venting the angle gearbox

8 - Right flange shaft

- removing and installing ⇒ [page 384](#)

9 - Sealing ring

- insert into the round slot of the right flange shaft
- remove when replacing the needle bearing -Pos. 10-

10 - Needle bearing

- replace ⇒ [page 363](#)

11 - Circlip

- replace

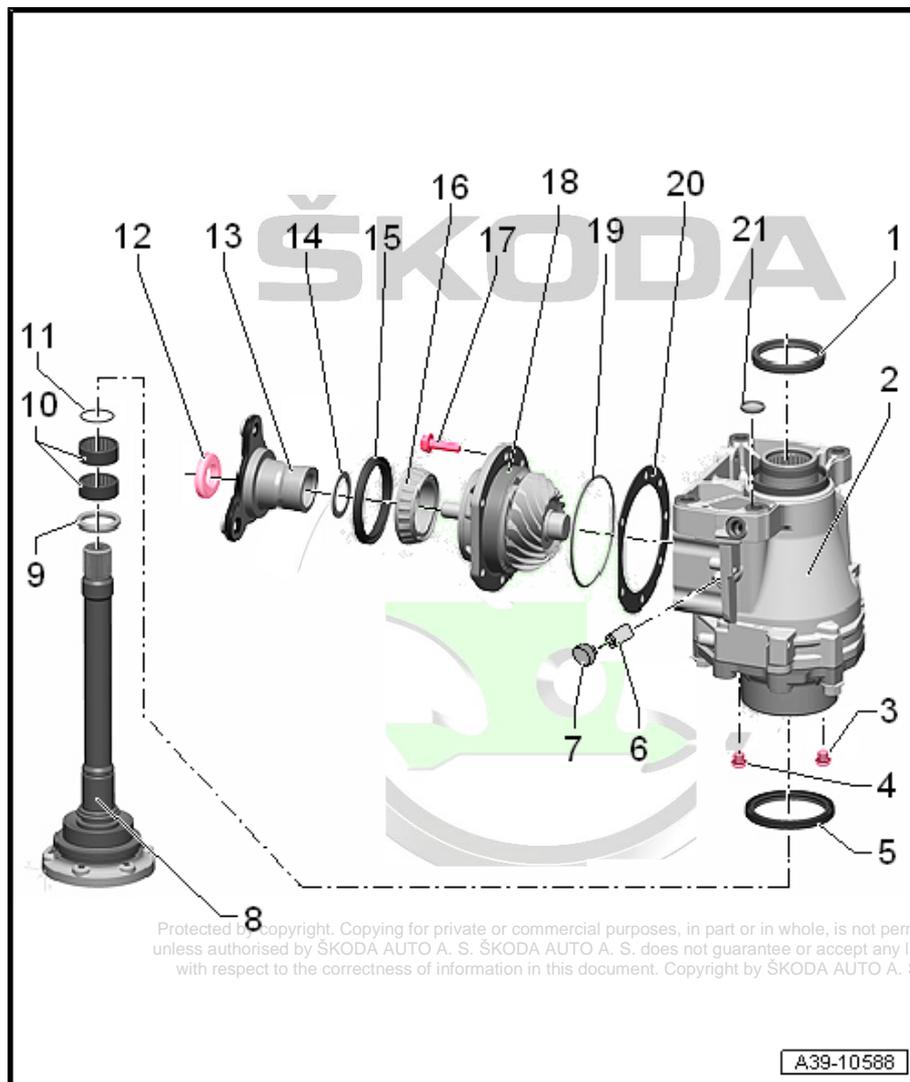
12 - 12-point nut, 340 Nm

- replace
- secure by caulking after tightening ⇒ [page 375](#)

13 - Angle gearbox output flange

14 - Adjusting washer

- not available as spare part



15 - Sealing ring

- for angle gearbox output flange
- replace ⇒ [page 369](#)

16 - Inner ring/tapered-roller bearing

- not available as spare part

17 - Screw, 38 Nm

18 - Pinion housing

- with shaft bevel gear and outer ring/ tapered-roller bearing
- not available as spare part
- carefully lever out alternating on both sides
- Note screw holes; drive pinion housing will only fit in one position

19 - O-ring

- to replace, unscrew the screws -Pos. 17- and carefully lever out the drive pinion housing from its recess in the pinion housing
- Do not remove the 12-point nut -Pos. 12- and the output flange -Pos. 13-

20 - Adjusting washer

- not available as spare part
- Note screw holes of the angle gearbox, the adjusting washer will only fit in one position

21 - Screw cap

- not available as spare part

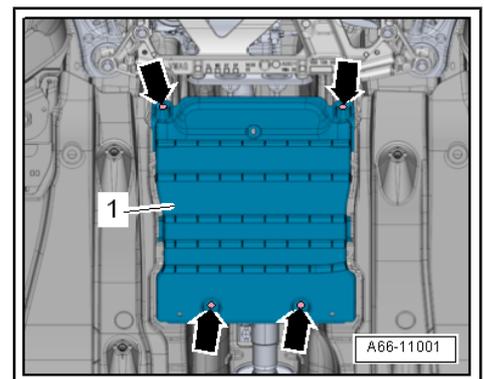
4.5 Remove angle gearbox (Octavia III)

Special tools and workshop equipment required

- ◆ Claws - 2024 A/1-
- ◆ Support device for engine - MP3-470 (3300 A)-
- ◆ Socket insert - T10107 A-

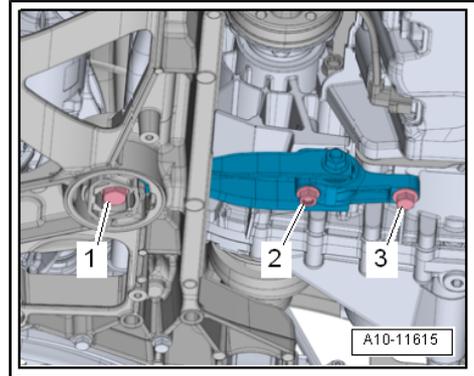
Work procedure

- Remove the rear sound dampening system -1- ⇒ Body Work; Rep. gr. 66 .





- Remove pendulum support ⇒ Engine ; Rep. gr. 10 .

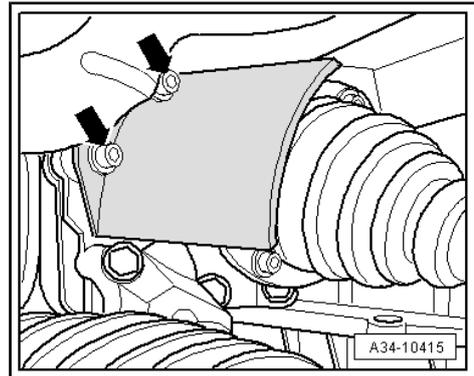


Vehicles with 1.8 I TFSI engine

- Unscrew nuts -arrows- and remove heat shield for right drive shaft.

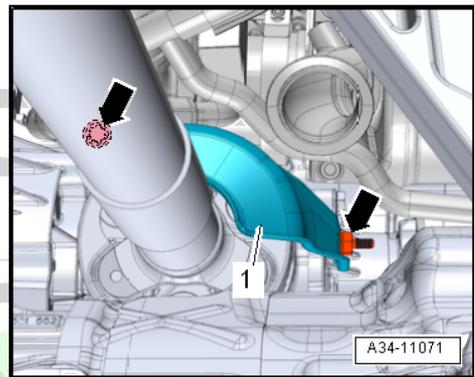
Vehicles with 2.0 I TDI Common Rail engine

- Remove radiator for exhaust gas recirculation ⇒ Engine; Rep. gr. 26 .

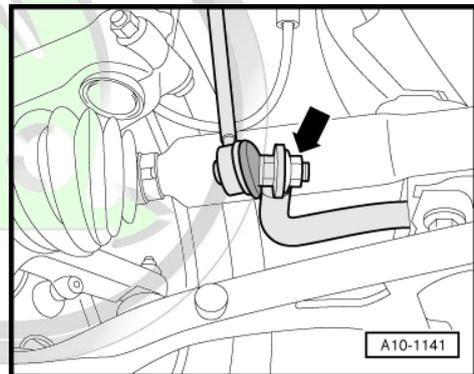


Continued for all vehicles

- Release screws -arrows- and remove heat shield -1-.



- Unscrew nut -arrow- from coupling rod on stabilizer to the right.

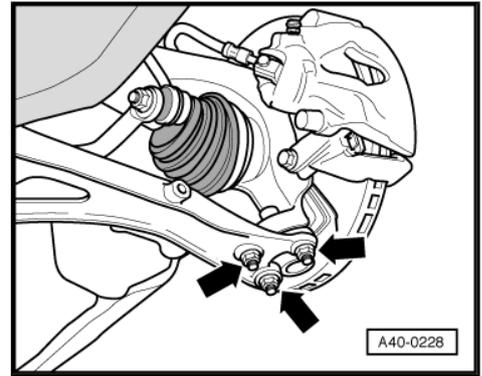


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i Note

The figure below shows the left front wheel suspension.

- Mark the position of the nuts -arrows- for right steering joint and unscrew the nuts.
- Unhook steering joint from suspension arm on the right.
- Unscrew drive shaft from the angle gearbox on the right => Chassis; Rep. gr. 40 .
- Secure drive shaft.



i Note

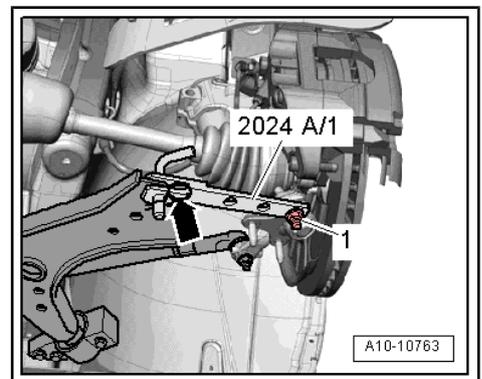
Ensure that the surface protection of the cardan shaft is not damaged.

- Swivel right suspension strut towards the outside and support with claws -2024 A /1- as shown.

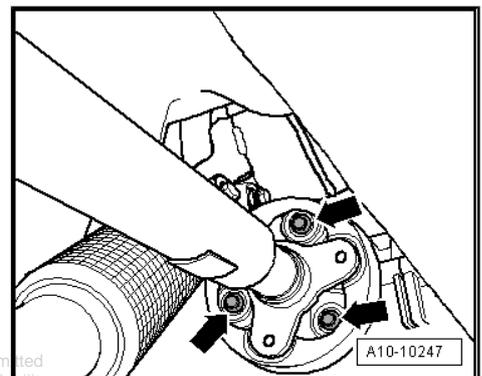
! WARNING

There is a risk of accident from loose parts of the suspension.

◆ ***Secure straddle pin and suspension arm with plug-in lock -arrow- and screw on steering joint with nut -1-.***



- To reinstall, mark the position of the flexible disk and the angle gearbox flange to each other.
- Unscrew the propshaft from the angle gearbox -arrows-, while counterholding with a lever on the triangular flange.



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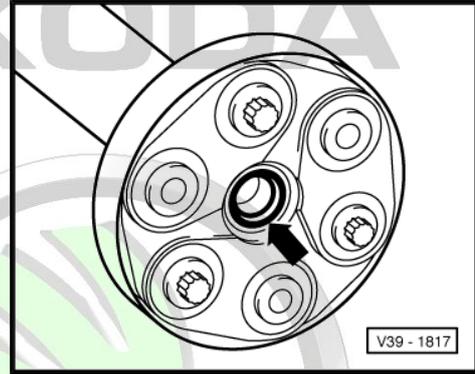
- Push engine/gearbox assembly slightly forward (towards the front of the body) and pull off the propshaft from the angle gearbox.



Caution

Risk of damage to the gasket ring -arrow- on the flange of the propshaft.

- ◆ *Push propshaft horizontally as far back and towards the right vehicle side as possible.*



Note

In case of damaged gasket ring the propshaft must be replaced.

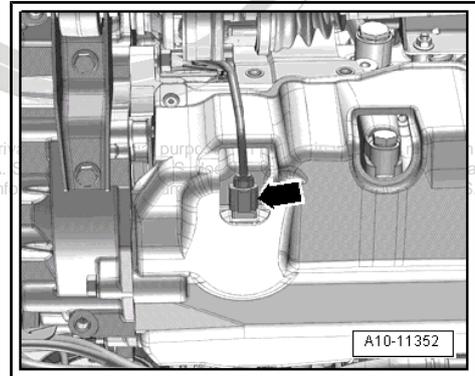
- Pull of the plug -arrow- from the oil level and oil temperature sender - G266- .



Note

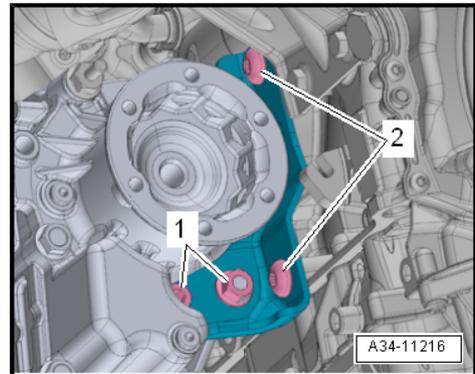
The figure shows the vehicle with a 2.0 I TDI engine.

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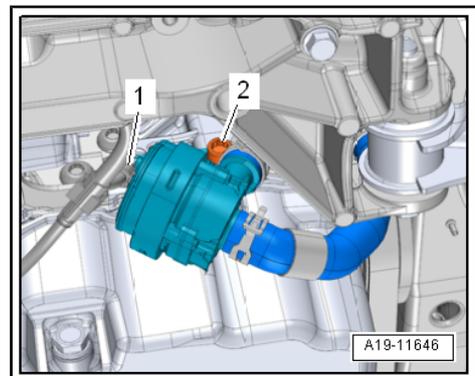
Vehicles with 1.8 I TFSI engine

- Unscrew screws -1, 2- and remove bracket for angle gearbox.

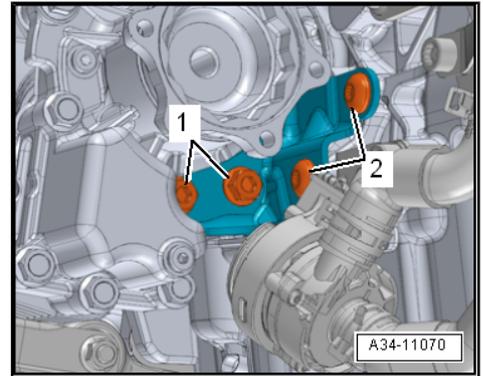


Vehicles with 2.0 I TDI engine

- Unplug connector -1-.
- Unscrew screw -arrow- and push heating backup pump - V488- to the right side.

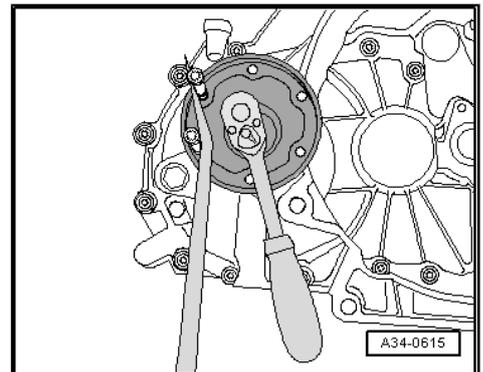


- Unscrew screws -1, 2- and remove bracket for angle gearbox.

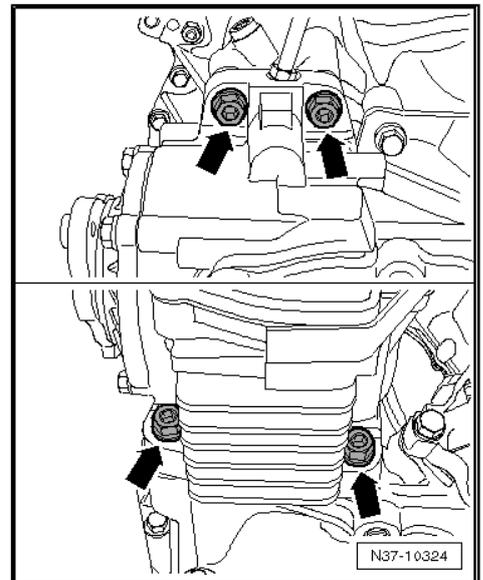


Continued for all vehicles

- Unscrew the screw for the right flange shaft with a socket insert - T10107A- ; to do so, screw in 2 screws into the flange and counterhold the flange shaft using an assembly lever.



- Unscrew connecting screws -arrows- angle gearbox/double clutch gearbox.



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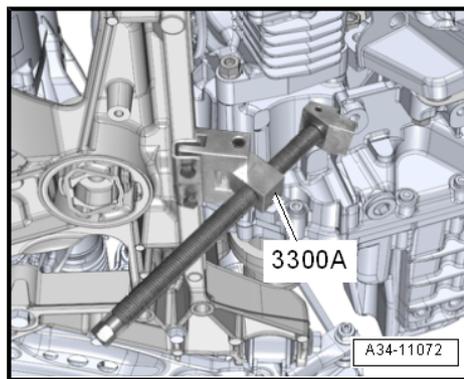
- Screw on support device for engine - MP3-470 (3300 A)- to the assembly carrier.
- Attach spindle of support device for engine - MP3-470 (3300 A)- to gearbox as shown.



Caution

Risk of damage to fan shroud.

- ◆ *Do not push engine/gearbox unit forward to the stop.*



- Push engine/gearbox unit with the spindle of the support device for engine - MP3-470 (3300 A)- forward only until the angle gear can be removed.
- Carefully push off angle gearbox from double clutch gearbox, while securing it against falling.
- Remove angle gearbox together with right flange shaft.

4.6 Install angle gearbox (Octavia III)

Work procedure

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



Caution

Risk of damaging the gasket ring between gearbox and angle gearbox.

- ◆ *Attach angle gearbox together with right flange shaft to gearbox, while turning flange shaft.*



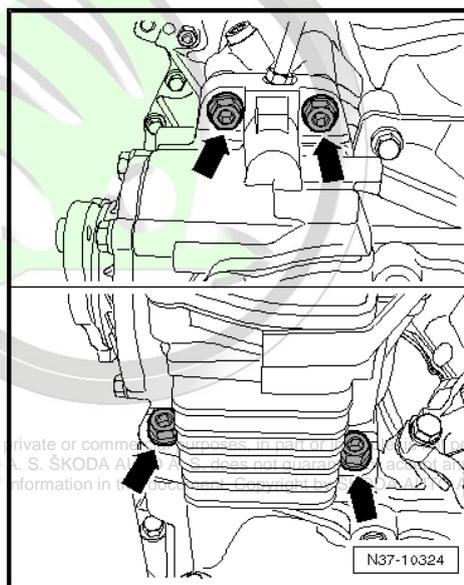
- Screw on angle gearbox to gearbox ⇒ [page 242](#) .
- Install propshaft ⇒ [page 405](#) .
- Check oil level for final drives ⇒ [page 248](#) .

4.7 Tightening torques for angle gearbox (Octavia III)

Tightening sequence - angle gearbox to gearbox

- Tighten screws gradually as follows:

Stage	Bolts	Tightening torque/torquing angle
1.	-Arrows-	by hand as far as the stop
2.	-Arrows-	40 Nm
3.	-Arrows-	90° (torque a further 90° (1/4 turn))

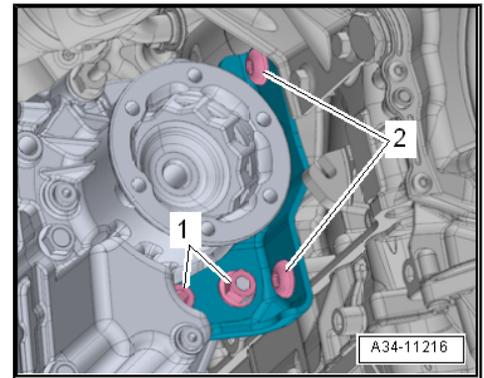


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Tightening torque and tightening sequence, bracket for angle gearbox, vehicles with 1.8 I TFSI engines

– Tighten screws gradually as follows:

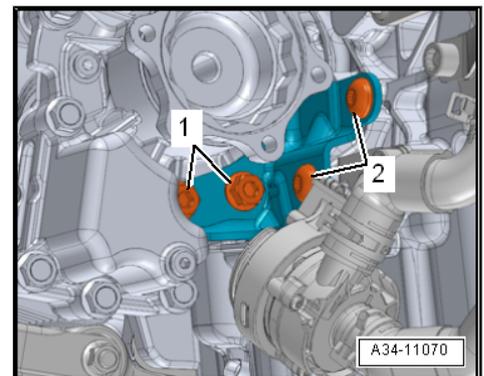
Stage	Bolts	Tightening torque
1.	-1-	by hand as far as the stop
2.	-2-	40 Nm
3.	-1-	40 Nm



Tightening torque and tightening sequence, bracket for angle gearbox, vehicles with 2.0 I TDI Common Rail engines

– Tighten screws gradually as follows:

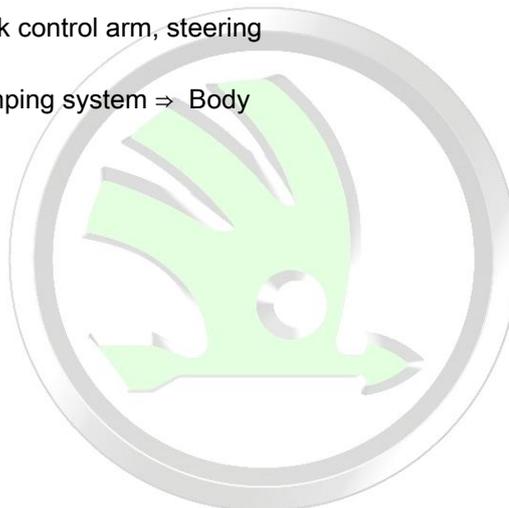
Stage	Bolts	Tightening torque
1.	-1-	by hand as far as the stop
2.	-2-	40 Nm
3.	-1-	40 Nm



Further tightening torques

- ◆ Summary of components - Angle gearbox ⇒ [page 234](#) .
- ◆ Summary of components - Differential ⇒ [page 382](#) .
- ◆ Summary of components - Assembly mounting ⇒ Engine; Rep. gr. 10 .
- ◆ Summary of components - Exhaust gas recirculation ⇒ Engine; Rep. gr. 26 .
- ◆ Summary of components - drive shaft ⇒ Chassis; Rep. gr. 40 .
- ◆ Summary of components - Lower track control arm, steering joint ⇒ Chassis; Rep. gr. 40
- ◆ Summary of components - sound damping system ⇒ Body Work; Rep. gr. 66

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5 Inspecting gear oil in the angle gearbox

Check oil level in angle gearbox (Octavia II, Superb II and Yeti)
⇒ [page 244](#) .

Replenish oil in angle gearbox (Octavia II, Superb II and Yeti)
⇒ [page 245](#) .

Check oil level in angle gearbox (Octavia III) ⇒ [page 248](#) .

Drain oil from angle gearbox and refill (Octavia III) ⇒ [page 251](#) .

5.1 Check oil level in angle gearbox (Octavia II, Superb II and Yeti)

Special tools and workshop equipment required

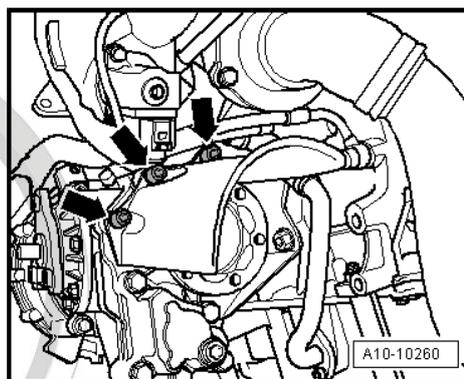
- ◆ Catch pan

The angle gearbox is screwed on laterally to the manual gearbox and equipped with its own closed oil supply.

Oil specification ⇒ Electronic Catalogue of Original Parts .

Precondition

- The angle gearbox must be in its installed position.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Position the catch pan under the angle gearbox.
- If present, remove heat shield for drive shaft -arrows-

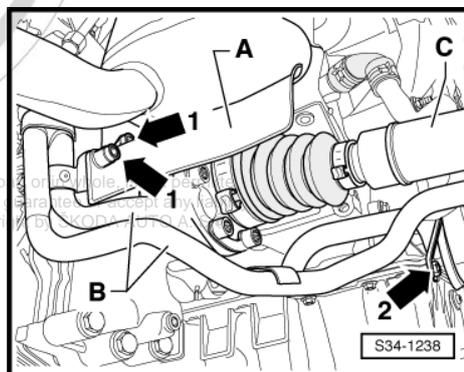


Vehicles with auxiliary heating

- On these vehicles, remove the coolant pipes -B- from the angle gearbox and the engine -arrow 2-

Note

- ◆ In this case do not open the cooling system.
- ◆ Do not remove the right drive shaft -C- from the flange shaft of the gearbox.



For all vehicles

Note

Cover area under the oil filler plug with cloths.

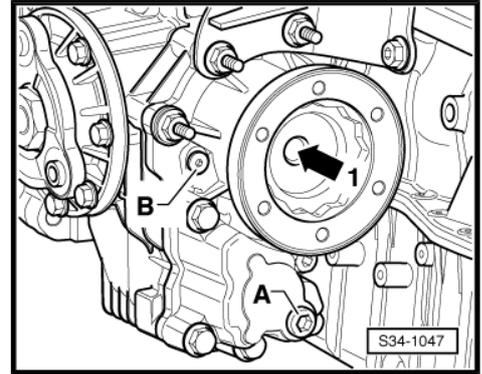
- Unscrew oil filler plug -B-.

Screw -B- must be replaced.

The oil is at the correct level if the angle gearbox is filled up to the lower edge of the oil filler hole.

If oil gets onto the angle gearbox, it must be thoroughly removed.

- Top up oil if necessary ⇒ [page 245](#) .
- Screw in new screw -B- and tighten to tightening torque.

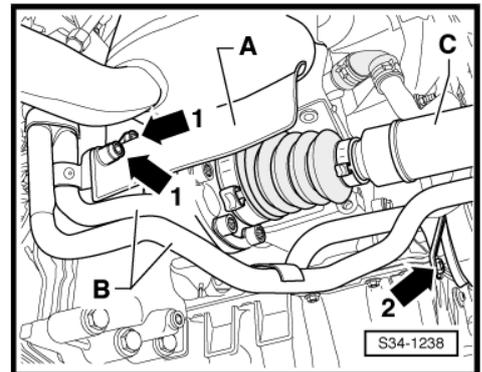


Vehicles with auxiliary heating

- On these vehicles, fit the coolant pipes -B- onto the double screws at the angle gearbox and install on the engine -arrow 2-.

For all vehicles

- Install heat shield -A- for drive shaft, if present -arrows 1-.
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



Tightening torques

Component	Nm
Filler screw ¹⁾	15
Heat shield of drive shaft to angle gearbox	⇒ page 232

1) Always replace screw ⇒ Electronic Catalogue of Original Parts

5.2 Replenish oil in angle gearbox (Octavia II, Superb II and Yeti)

Special tools and workshop equipment required

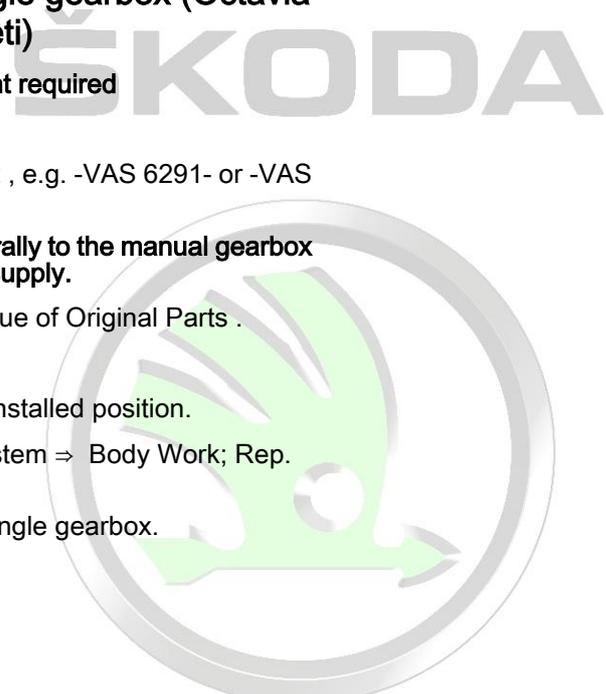
- ◆ Catch pan
- ◆ Filling device for Haldex coupling 2 , e.g. -VAS 6291- or -VAS 6291A-

The angle gearbox is screwed on laterally to the manual gearbox and equipped with its own closed oil supply.

Oil specification ⇒ Electronic Catalogue of Original Parts .

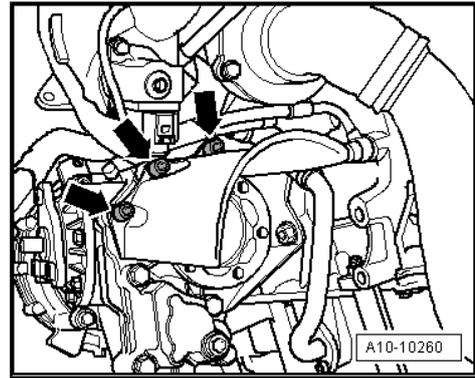
Precondition

- The angle gearbox must be in its installed position.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Position the catch pan under the angle gearbox.





- If present, remove heat shield for drive shaft -arrows-.

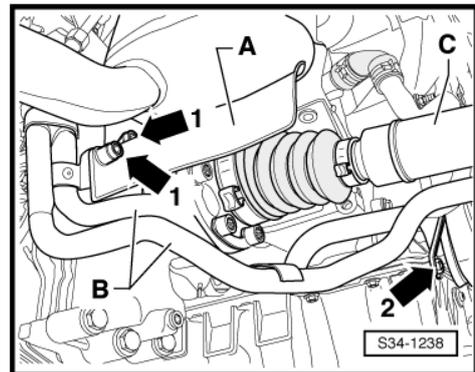


Vehicles with auxiliary heating

- On these vehicles, remove the coolant pipes -B- from the angle gearbox and the engine -arrow 2-.

i Note

- ◆ In this case do not open the cooling system.
- ◆ Do not remove the right drive shaft -C- from the flange shaft of the gearbox.



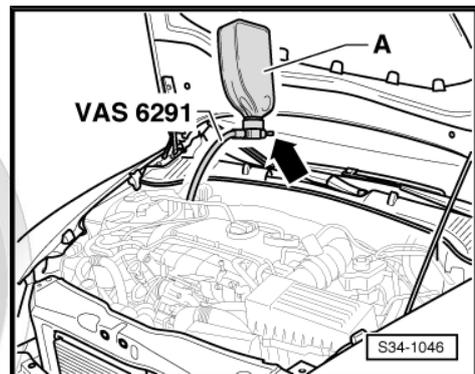
For all vehicles

i Note

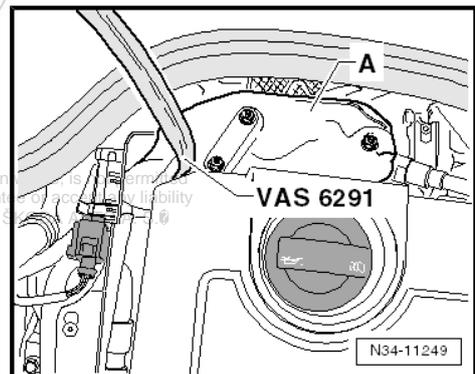
Cover area under the oil filler plug with cloths.

For topping up, use filling device for Haldex coupling 2, e.g. -VAS 6291- or -VAS 6291A-.

- Lay hose of filling device for Haldex coupling 2 through the engine compartment.



- On vehicles with particle filter -A-, guide the hose of the filling device for Haldex coupling 2 past the particle filter on the right.

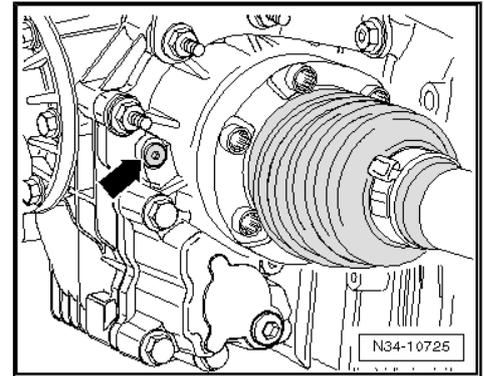


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 **Note**

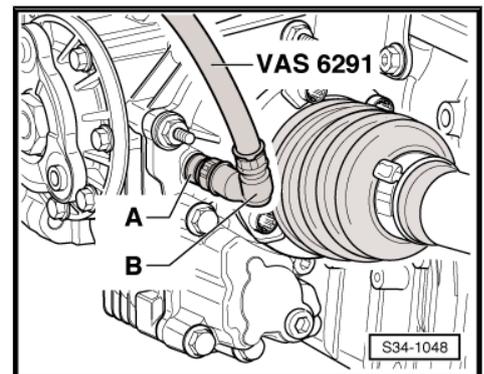
Cover the area below the oil filler plug -arrow- with a cloth.

- Unscrew the oil filler plug -arrow- in the angle gearbox.

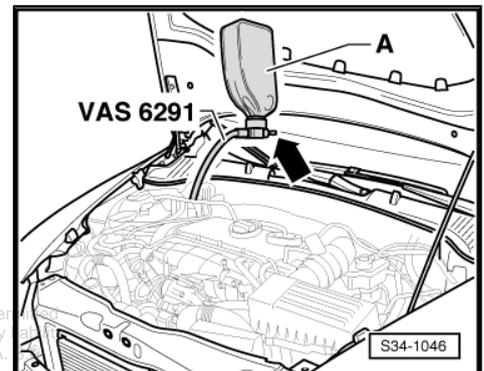


- Screw in adapter -A- up to the stop.
- Lock angular piece -B- with adapter -A-.

The hose must not sag.



- Ensure that the the valve -arrow- is closed.
- Screw oil reservoir -A- onto filling device - VAS 6291- .
- Now open valve -arrow- and hold oil reservoir as shown.
- Angle gearbox is now filled with oil.
- Raise the vehicle after several minutes.



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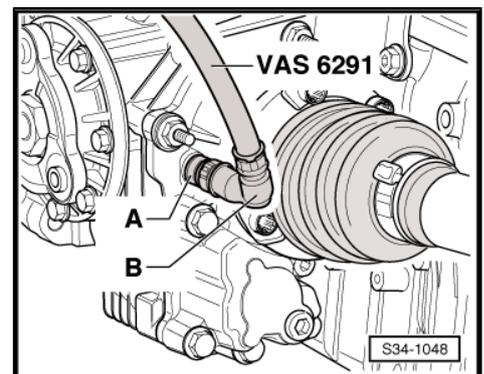
 **Note**

- ◆ If the angle gearbox is correctly filled, oil flows out at the adapter -A-.
- ◆ If no oil flows out, lower the vehicle and continue the filling procedure.

- Raise vehicle.
- If oil flows out, place down oil reservoir (e.g on a tool car).

One part of the excessive oil flows now back into the oil reservoir.

- If no more oil flows back, remove the filling device for Haldex coupling 2 . To do so, press the catch peg in the -direction of arrow-. (Shown here on the adapter - VAS 6291/2-).



 **Note**

The angle gearbox has an automatic oil filling for final drives.

Test conditions

- Run vehicle on a four-column lift platform or over a workshop pit, so that the vehicle will be kept absolutely horizontal.
- Selector lever in “P”.
- Pull button for parking brake to activate the electromechanical parking brake.
- Engine switched off.

Oil level test sequence

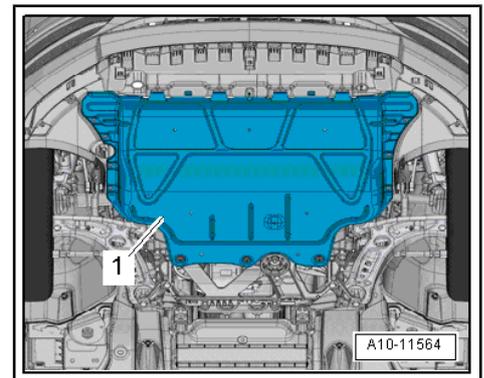
- Remove the sound dampening system -1- ⇒ Body Work; Rep. gr. 66 .
- Place old oil collecting and suction equipment - VAS 6622- under the gearbox.



WARNING

Risk of injury from hot oil for final drives.

- ◆ *Wear safety goggles.*
- ◆ *Wear acid-resistant gloves.*



 **Note**

Cover area under the oil filler opening with cloth.

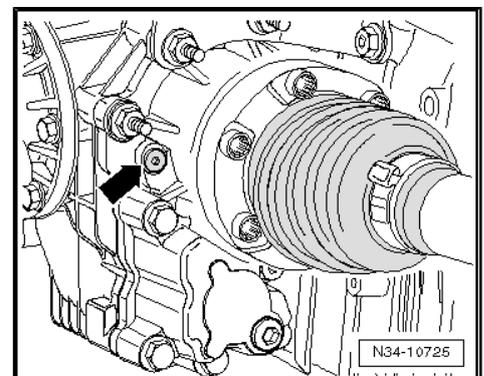
- Unscrew oil filler plug -arrow-.
- Specified value: Oil level in angle gearbox should be at lower edge of oil filler hole.

If oil level is low:

- Fill oil for final drive into the angle gearbox ⇒ Electronic Catalogue of Original Parts .

Top up oil

- Observe all safety measures and test conditions.
- New oil filling for final drives ⇒ Electronic Catalogue of Original Parts .



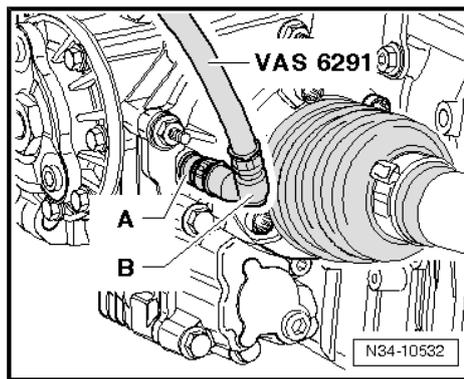


- Pull hose for filling device for Haldex 2 coupling - VAS 6291 A- behind the drive shaft on the right through the right wheel-house towards the outside.
- Screw adapter for oil filling - VAS 6291/2- -A- fully into the filler hole.
- Attach the angular piece -B- with the adapter for oil filling - VAS 6291/2- .

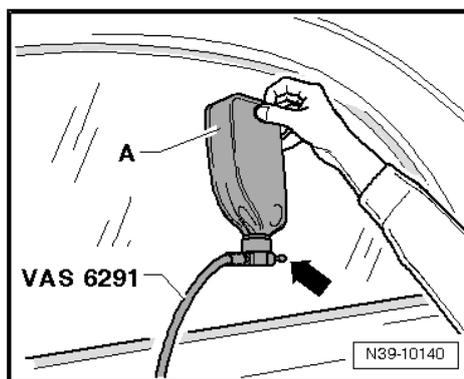


Note

The hose must not sag.

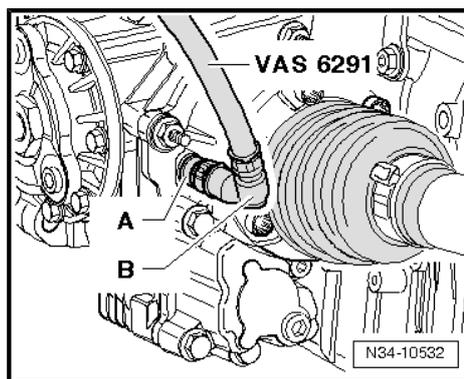
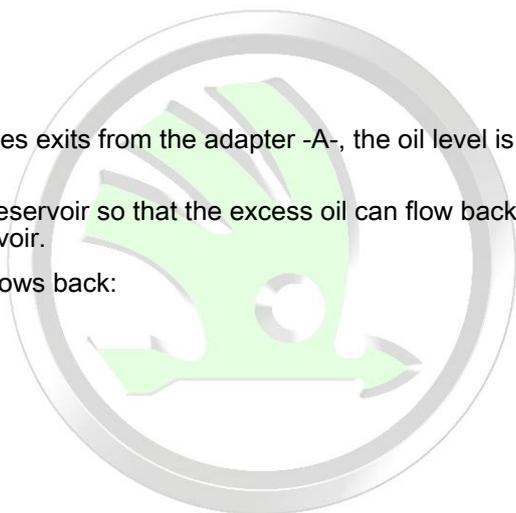


- Check that the valve -arrow- is closed.
- Screw oil reservoir -A- onto filling device for Haldex 2 couplings - VAS 6291 A- .
- Open valve -arrow- and hold oil reservoir at the top as shown in the figure.



- If oil for final drives exits from the adapter -A-, the oil level is fine.
- Place down oil reservoir so that the excess oil can flow back into the oil reservoir.

When no more oil flows back:



- Press lug -arrow- and detach filling device.
- Unscrew adapter for oil filling - VAS 6291/2-

Assembling

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



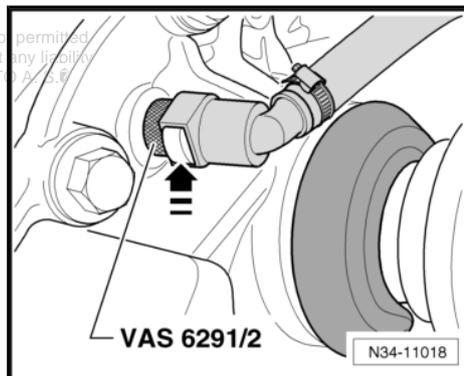
Note

Replace oil filler plug.

- Install the noise insulation ⇒ Body Work; Rep. gr. 66 .

Tightening torques

- ◆ Summary of components - Angle gearbox ⇒ [page 236](#) .



5.4 Drain oil from angle gearbox and refill (Octavia III)

Note

- ◆ Oil needs to be drained from the angle gear only for repairs. Oil changes are not considered.
- ◆ New oil filling for final drives ⇒ *Electronic Catalogue of Original Parts* .

Special tools and workshop equipment required

- ◆ Filling device for Haldex 2 - coupling - VAS 6291 A-
- ◆ Adapter for oil filling - VAS 6291/2-
- ◆ Old oil collecting and suction equipment - VAS 6622-
- ◆ Protective goggles
- ◆ Acid-resistant gloves

Conditions

- Run the vehicle on a four-column lift platform or over a workshop pit, so that it will be kept absolutely horizontal.
- Engine switched off.

Drain oil

- Remove the sound dampening system -1- ⇒ Body Work; Rep. gr. 66 .
- Place old oil collecting and suction equipment - VAS 6622- under the gearbox.



WARNING

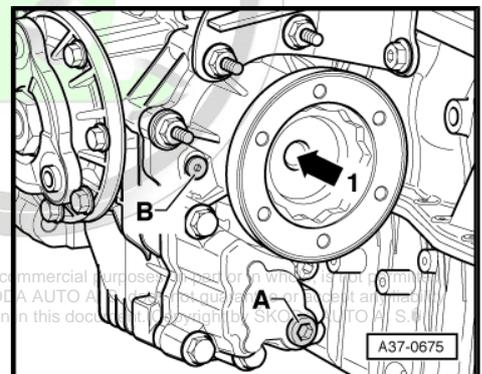
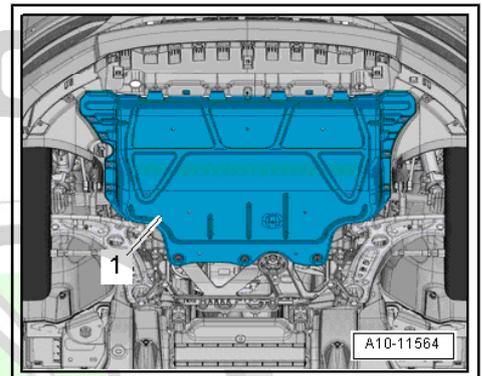
Risk of injury from hot oil for final drives.

- ◆ *Wear safety goggles.*
- ◆ *Wear acid-resistant gloves.*

- Screw out oil drain plug -A-.
- Drain oil for final drives.
- Screw in new oil drain plug -A- and tighten.
- Unscrew oil filler plug -B-.

Replenish oil

- Observe all safety measures and test conditions.
- New oil filling for final drives ⇒ *Electronic Catalogue of Original Parts* .



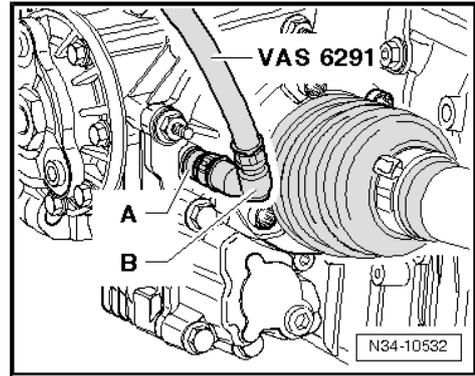


- Pull hose for filling device for Haldex 2 coupling - VAS 6291 A- behind the drive shaft on the right through the right wheel-house towards the outside.
- Screw adapter for oil filling - VAS 6291/2- -A- fully into the filler hole.
- Attach the angular piece -B- with the adapter for oil filling - VAS 6291/2- .

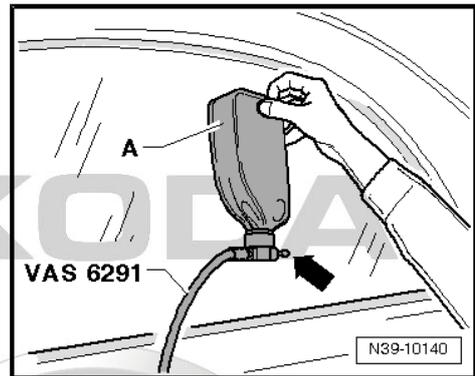


Note

The hose must not sag.

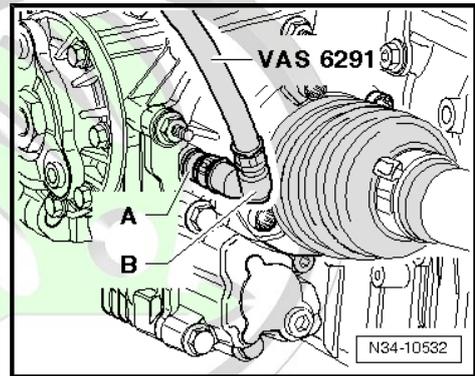


- Check that the valve -arrow- is closed.
- Screw oil reservoir -A- onto filling device for Haldex 2 couplings - VAS 6291 A- .
- Open valve -arrow- and hold oil reservoir at the top as shown in the figure.



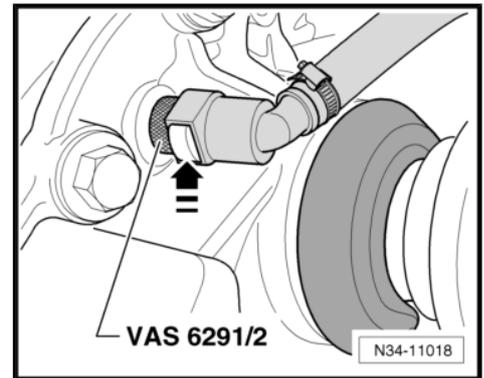
- If oil for final drives exits from the adapter -A-, the oil level is fine.
- Place down oil reservoir so that the excess oil can flow back into the oil reservoir.

When no more oil flows back:



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- Press lug -arrow- and detach filling device.
- Unscrew adapter for oil filling - VAS 6291/2-
- Screw in previous gearbox oil filler plug and tighten slightly.
- Start engine, engage a gear and allow gearbox to rotate for about 2 minutes.
- Switch off engine and unscrew oil drain plug.
- Check oil level. As needed, replenish oil for final drives up to lower edge of oil filler hole.
- Specified value: Oil level in final drive should be at lower edge of oil filler hole.



Assembling

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

 **Note**

Replace oil filler plug.

- Install the noise insulation ⇒ Body Work; Rep. gr. 66 .

Tightening torques

- ◆ Summary of components - Angle gearbox ⇒ [page 236](#) .

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6 Disassembling and assembling the gearbox

Gearbox overview ⇒ [page 254](#) .

Summary of components ⇒ [page 256](#) .

Removing and installing gearbox housing and shift mechanism
⇒ [page 259](#)

Remove and install the drive shaft, output shafts, differential gear,
gearshift rods and angle gearbox ⇒ [page 261](#) .

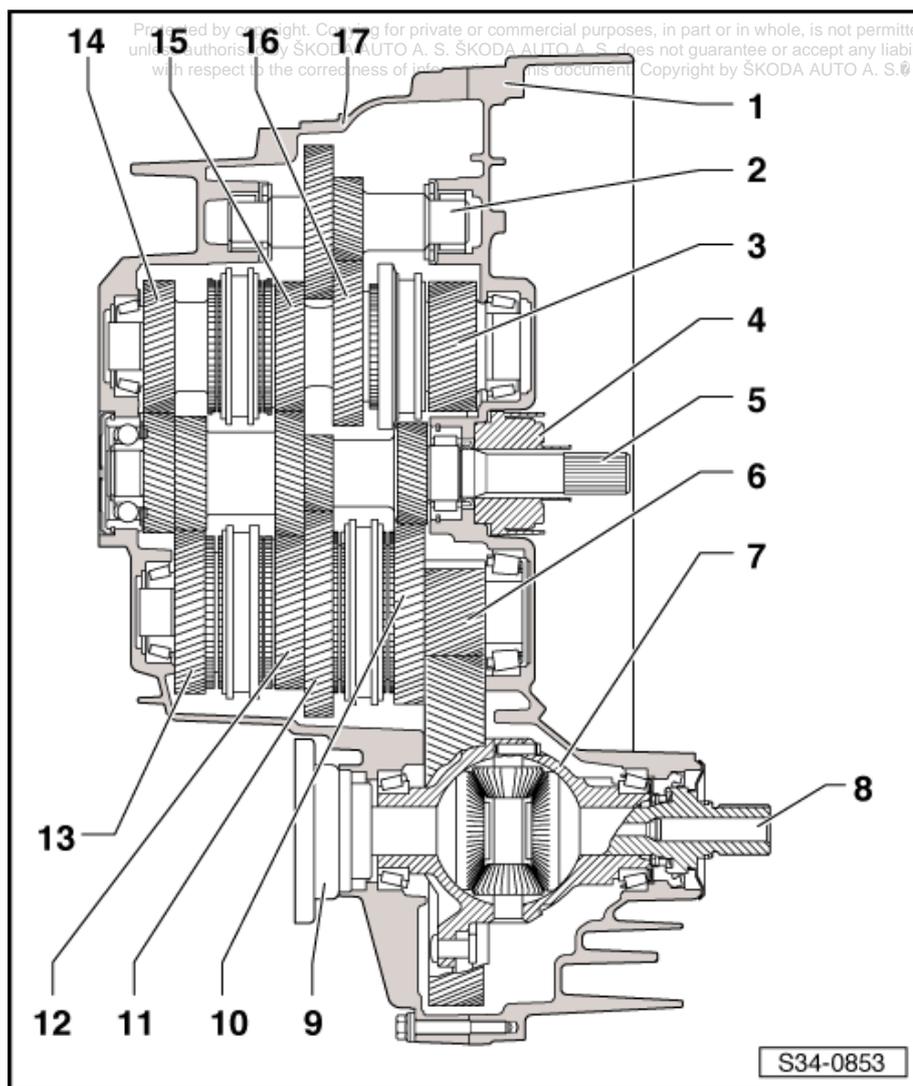
Mounting sequence up to production date 20/01/2008 (Octavia II)
⇒ [page 266](#) .

Mounting sequence as of production date 21/01/2008 (gearbox
with circlip for the screw cap/drive shaft ⇒ [page 278](#) .

6.1 Gearbox overview

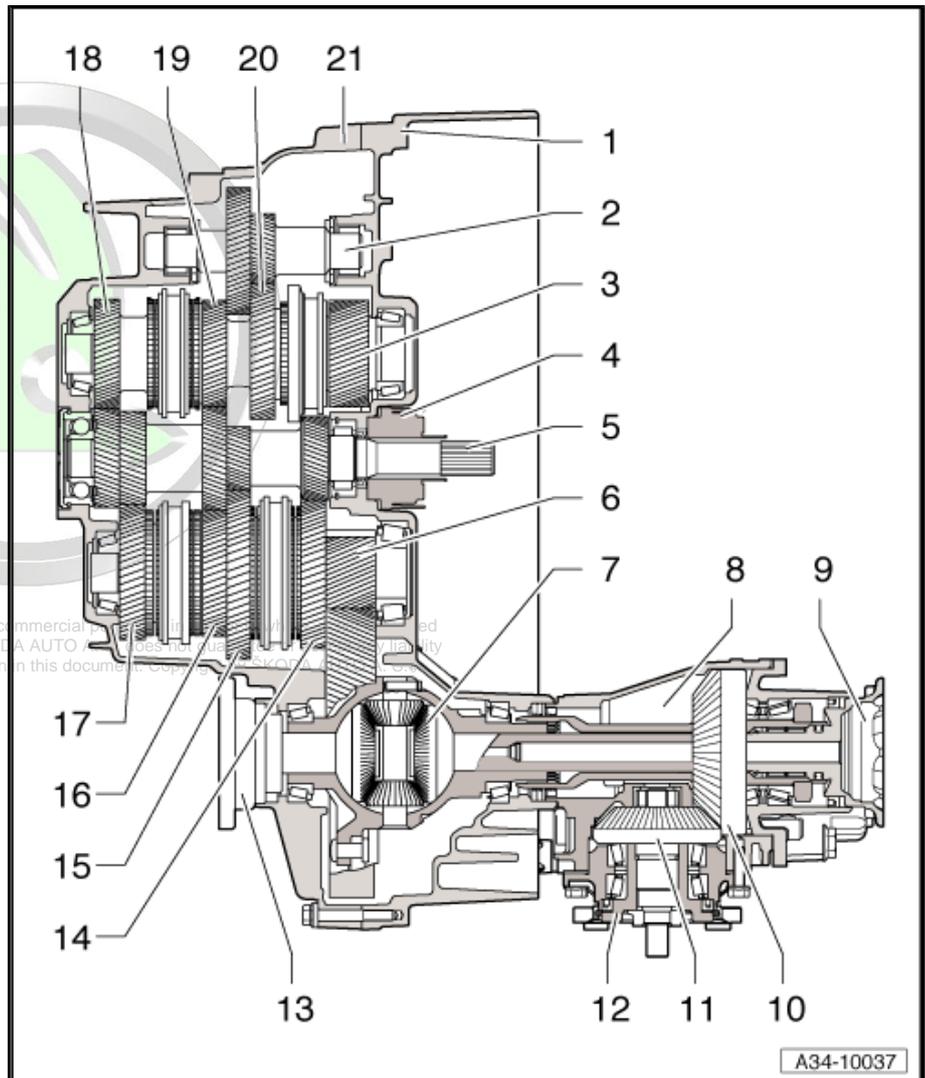
6.1.1 Front-wheel-drive

- 1 - Clutch housing
- 2 - Reverse shaft
- 3 - Output shaft 5th, 6th gear/
reverse gear
- 4 - Slave cylinder with release
bearing
- 5 - Drive shaft
- 6 - Output shaft gears 1
through 4
- 7 - Differential gear
- 8 - Rigid shaft
 - as of 11/04 replaced by
flange shaft
⇒ [page 261](#) Pos. 22
- 9 - Flange shaft
- 10 - 2nd gear sliding gear
- 11 - 1st gear sliding gear
- 12 - 4th gear sliding gear
- 13 - 3rd gear sliding gear
- 14 - 5th gear sliding gear
- 15 - 6th gear sliding gear
- 16 - Reverse gear sliding gear
- 17 - Gearbox housing



6.1.2 Four-wheel drive

- 1 - Clutch housing
- 2 - Reverse shaft
- 3 - Output shaft 5th, 6th gear/
reverse gear
- 4 - Slave cylinder with release
bearing
- 5 - Drive shaft
- 6 - Output shaft gears 1
through 4
- 7 - Differential gear
- 8 - Angle gearbox
- 9 - Right flange shaft
- 10 - Head bevel gear with drive
shaft
- 11 - Shank bevel gear
- 12 - Output flange
- 13 - Flange shaft left
- 14 - 2nd gear sliding gear
- 15 - 1st gear sliding gear
- 16 - 4th gear sliding gear
- 17 - 3rd gear sliding gear
- 18 - 5th gear sliding gear
- 19 - 6th gear sliding gear
- 20 - Reverse gear sliding gear
- 21 - Gearbox housing



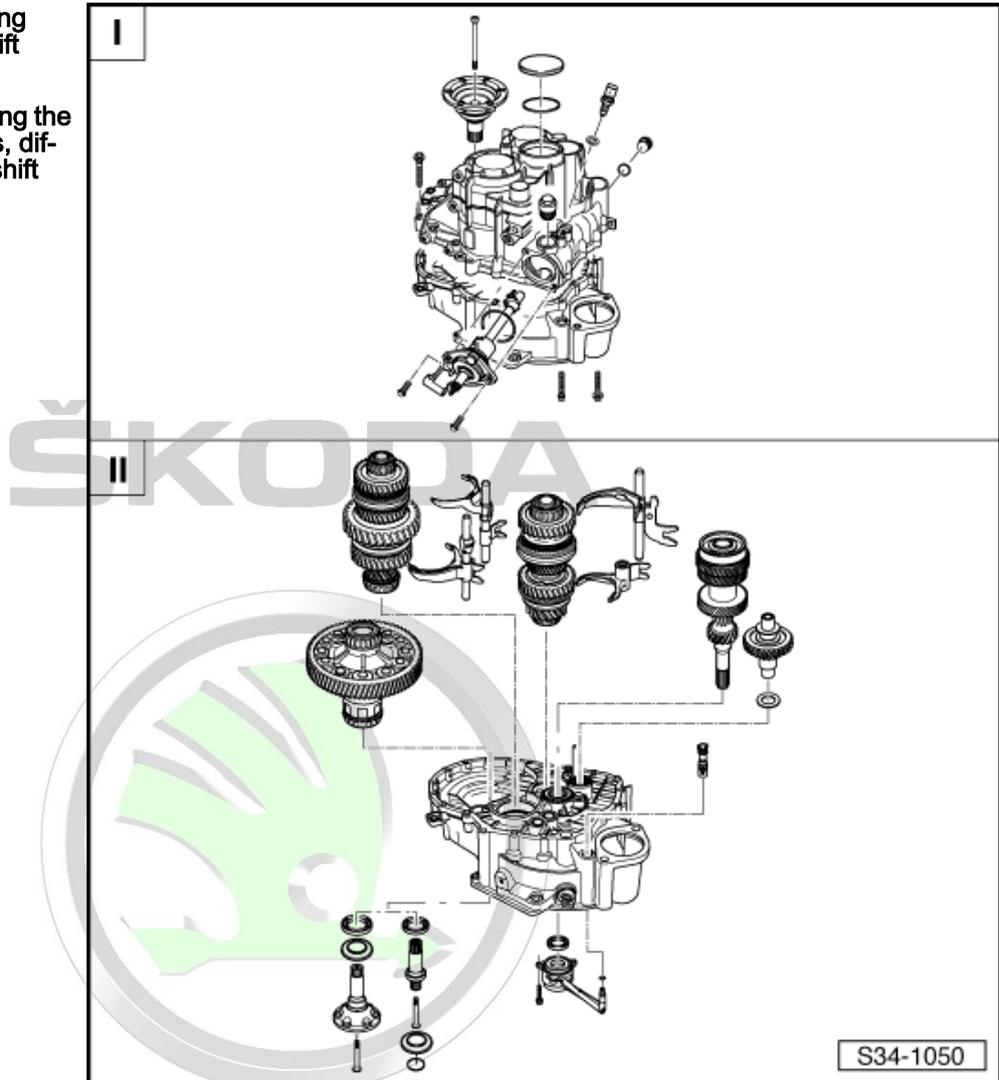


6.2 Summary of components

6.2.1 Front-wheel-drive

I - Removing and installing gearbox housing and shift mechanism ⇒ [page 259](#)

II - Removing and installing the drive shaft, output shafts, differential gear and gear shift rods ⇒ [page 261](#)



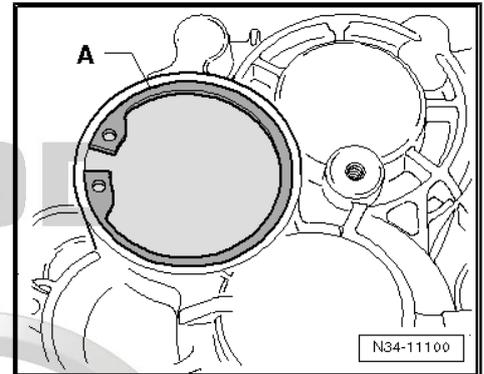
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Mounting sequence up to production date 20/01/2008 (Octavia II)
⇒ [page 266](#)

Mounting sequence as of production date 21/01/2008 (gearbox
»with« circlip -A- for the cap/drive shaft) ⇒ [page 278](#)

 Note

- ◆ As of production date 21/01/2008, the cap for the drive shaft is secured with the circlip -A-.
- ◆ The gearboxes produced during the period from 24/08/2011 to 30/08/2011 (⇒ [page 1](#)) and during the period from 07/09/2011 to 08/09/2011 (⇒ [page 1](#)) are equipped with a cap for drive shaft 02Q.301.211.A ⇒ [page 259](#). In case of a repair, the cap for drive shaft 02Q.301.211.A needs to be replaced ⇒ [page 278](#). Assignment ⇒ *Electronic Catalogue of Original Parts*.
- ◆ Cap for drive shaft made of sheet metal or plastic ⇒ [page 282](#)
- ◆ Cap for drive shaft made of sheet metal: secured with circlip
- ◆ Cap for drive shaft made of plastic: without circlip



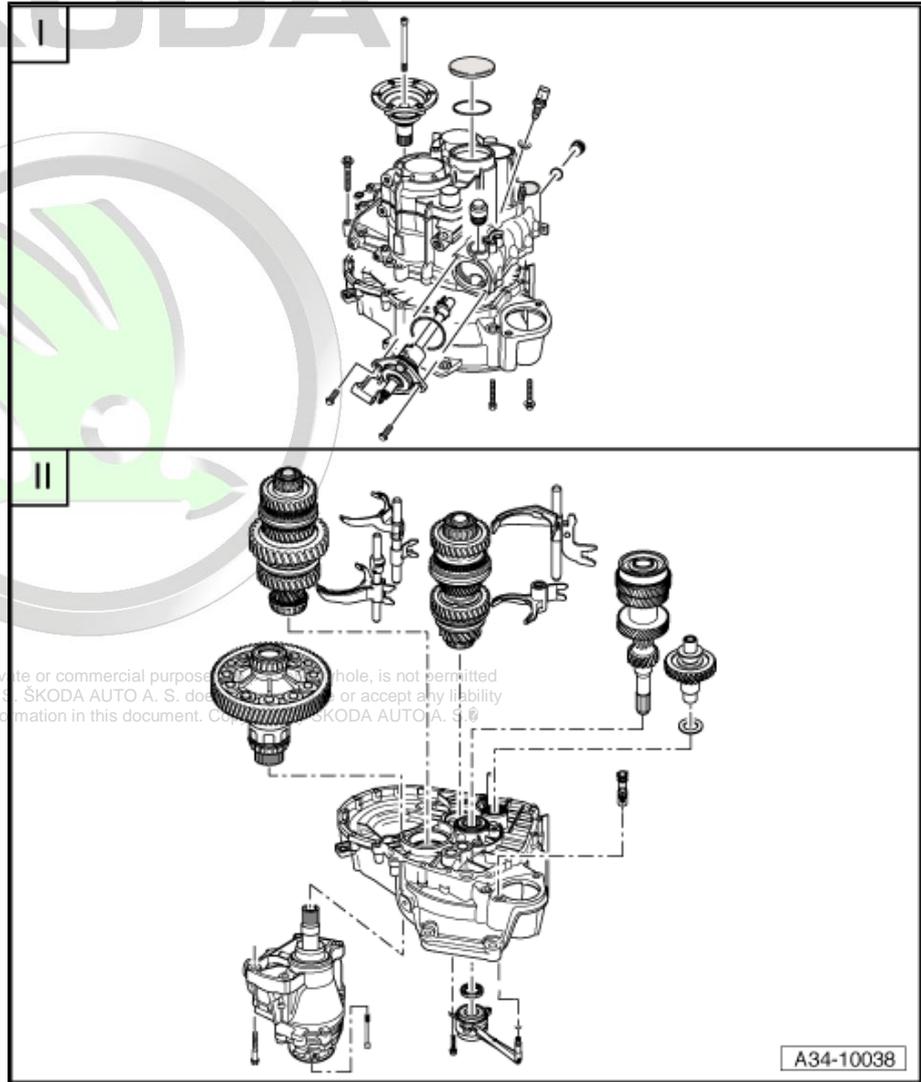
6.2.2 Four-wheel drive

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I - Gearbox housing and gearshift mechanism - Summary of components ⇒ [page 259](#)

II - Drive shaft, output shafts, differential gear, angle gearbox and gearshift rods - Summary of components ⇒ [page 261](#)



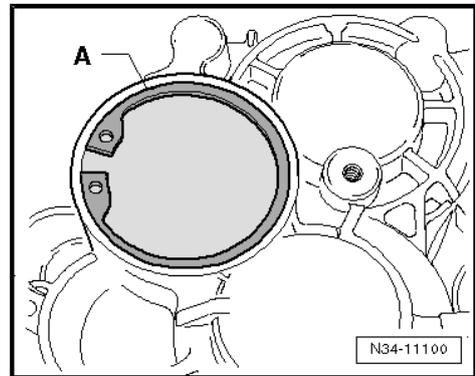
Mounting sequence up to production date 20/01/2008 (Octavia II)
⇒ [page 266](#)

Mounting sequence as of production date 21/01/2008 (gearbox
»with« circlip -A- for the cap/drive shaft) ⇒ [page 278](#)



Note

- ◆ As of production date 21/01/2008, the cap for the drive shaft is secured with the circlip -A-.
- ◆ The gearboxes produced from 24/08/ 2011 to 30/08/2011 (⇒ [page 1](#)) and from 07/09/2011 to 08/09/2011 (⇒ [page 1](#)) are fitted with a cap for the drive shaft 02Q.301.211.A ⇒ [page 259](#) . In case of a repair, the cap for drive shaft 02Q.301.211.A needs to be replaced ⇒ [page 278](#) . Assignment ⇒ *Electronic Catalogue of Original Parts* .
- ◆ Cap for drive shaft made of sheet metal or plastic ⇒ [page 282](#)
- ◆ Cap for drive shaft made of sheet metal: secured with circlip
- ◆ Cap for drive shaft made of plastic: without circlip



6.3 Removing and installing gearbox housing and shift mechanism

Note

The gearboxes produced from 24/08/ 2011 to 30/08/2011 and from 07/09/2011 to 08/09/2011 are fitted with a cap for the drive shaft 02Q.301.211.A Pos. 4. In case of a repair, the cap for drive shaft 02Q.301.211.A needs to be replaced ⇒ [page 278](#) . Assignment ⇒ *Electronic Catalogue of Original Parts* .

1 - 33 Nm

2 - Flange shaft with pressure spring

- ◆ Mounting sequence up to production date 20/01/2008 (Octavia II) ⇒ [page 266](#)
- ◆ Mounting sequence as of production date 21/01/2008 ⇒ [page 278](#)
- disassembling and assembling ⇒ [page 377](#)

3 - Circlip

- for cap Pos. 4
- installed as of production date 21/01/2008

4 - Screw cap

- as of production date 21/01/2008 secured with circlip Pos. 3
- made of sheet metal or plastic ⇒ [page 282](#)
- sheet metal: secured with circlip
- plastic: without circlip
- Assign components ⇒ *Electronic Catalogue of Original Parts*

5 - Circlip

6 - Reversing light switch - F4-, 20 Nm

7 - Sealing ring

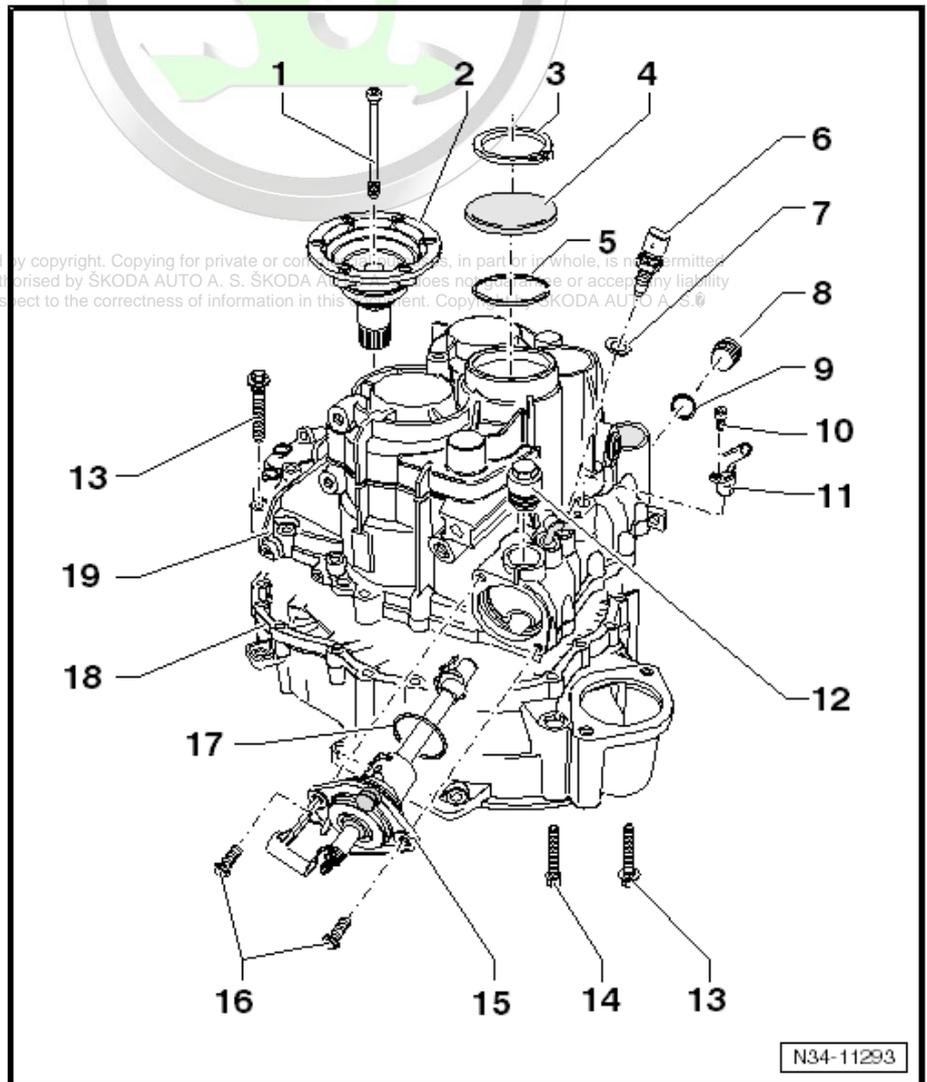
- always replace ⇒ *Electronic Catalogue of Original Parts*

8 - Oil drain plug

- pay attention to different versions ⇒ [page 261](#)
- Internal serration screw, 45 Nm
- Allan screw, 30 Nm

9 - Sealing ring

- if present, always replace ⇒ *Electronic Catalogue of Original Parts*





10 - Screw, Nm

11 - Transmission neutral sender - G701-

- for vehicles with start-stop system

12 - Locking screw, 45 Nm

- for the gearshift shaft

13 - 15 Nm + torque a further 90°

- with captive washer
- always replace ⇒ Electronic Catalogue of Original Parts
- Assignment of screws as replacement part ⇒ [page 261](#)

14 - 15 Nm + torque a further 90°

- without washer
- always replace ⇒ Electronic Catalogue of Original Parts
- Assignment of screws as replacement part ⇒ [page 261](#)

15 - Gearshift unit

- (gearshift mechanism on the gearbox side)
- Repairing:
- ◆ Gearshift unit (Octavia II) ⇒ [page 305](#)
- ◆ Gearshift unit up to 05/2009 (Superb II) ⇒ [page 307](#)
- ◆ Gearshift unit as of 06/2009 (Superb II) ⇒ [page 309](#)
- ◆ Gearshift unit (Yeti) ⇒ [page 310](#)
 - as of 06/2009 on the 5th/6th gear shift rod on gearboxes with bearing of the reverse gear shift fork Gear changed ⇒ [page 305](#)
 - Assignment ⇒ Electronic Catalogue of Original Parts
 - remove with installed gearbox:
- ◆ Remove battery and battery tray
- ◆ Remove control cables and gearshift lever
- ◆ Unscrew locking screw
- ◆ Pull out gearshift unit, to do so the locking angle (for setting the gearshift mechanism) must not be inserted

16 - 20 Nm

- replace ⇒ Electronic Catalogue of Original Parts

17 - O-ring

- replace ⇒ Electronic Catalogue of Original Parts

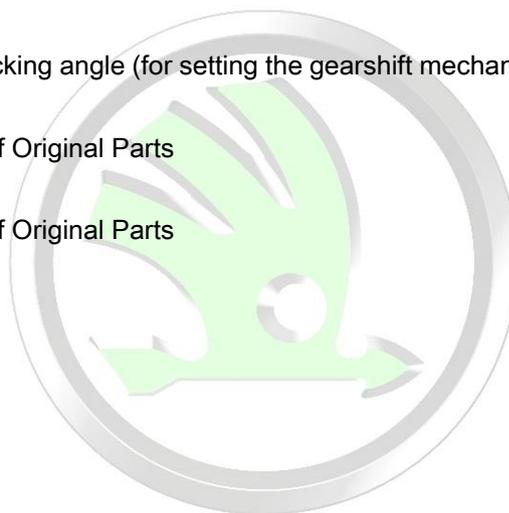
18 - Clutch housing

- repairing ⇒ [page 299](#)

19 - Gearbox housing

- repairing ⇒ [page 292](#)

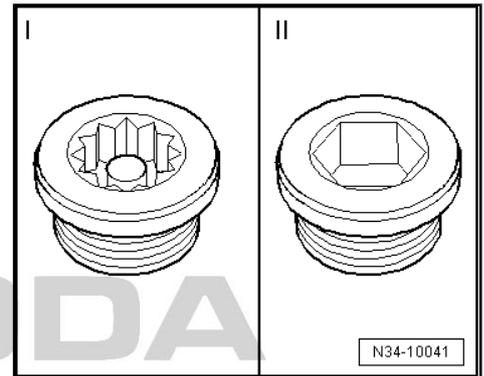
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Different versions of oil filler plug and oil drain plug

I - Oil filler plug and oil drain plug with internal serration

II - Oil filler plug and oil drain plug with Allan key

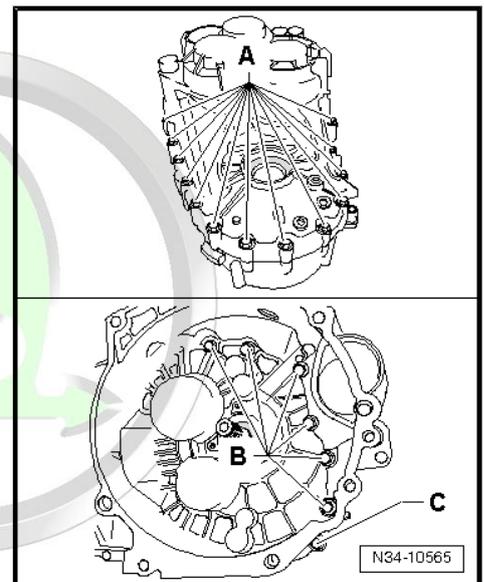


Assignment of screws as replacement part

A - Screw with captive washer

B - Screw without washer

C - Screw with captive washer



6.4 Removing and installing the drive shaft, output shafts, differential gear, gearshift rods and angle gearbox

6.4.1 Front-wheel-drive



Note

- ◆ Fitting position of the shafts and gearshift rods in the gearbox where the reverse gear shift fork is positioned on the shaft for reverse gear shift fork in the clutch housing ⇒ [page 263](#) .
- ◆ Fitting position of the shafts and gearshift rods in the gearbox where the reverse gear shift fork is positioned on the 5th/6th gear shift rod ⇒ [page 264](#) .



1 - Output shaft gears 1 through 4

- disassembling and assembling ⇒ [page 325](#)

2 - Gear shift rod with shift fork for 1st and 2nd gear

3 - Gear shift rod with shift fork for 3rd and 4th gear

4 - Output shaft 5th, 6th gear/ reverse gear

- disassembling and assembling ⇒ [page 346](#)

5 - Gear shift rod with shift fork for 5th and 6th gear

6 - Gearshift fork reverse gear

7 - Drive shaft

- disassembling and assembling ⇒ [page 318](#)
- Always replace grooved ball bearing on the drive shaft ⇒ [page 318](#)

8 - Reverse shaft

- with thrust washer

9 - Thrust washer

10 - Breather

- connect with slave cylinder Pos. 14

11 - Clutch housing

12 - Gasket ring for drive shaft

- replace ⇒ [page 96](#)

13 - O-ring

- pull onto line connection
- moisten with brake fluid before installing

14 - Slave cylinder with release bearing

- removing and installing ⇒ [page 95](#)

15 - Screw

- for metal slave cylinder: 12 Nm (without locking agent)
- for plastic slave cylinder: 15 Nm (with locking agent)
- 3 pieces
- always replace ⇒ Electronic Catalogue of Original Parts
- carefully tighten in small stages crosswise so that the screw-down eyes of the slave cylinder do not break off

16 - O-ring

- always replace ⇒ Electronic Catalogue of Original Parts

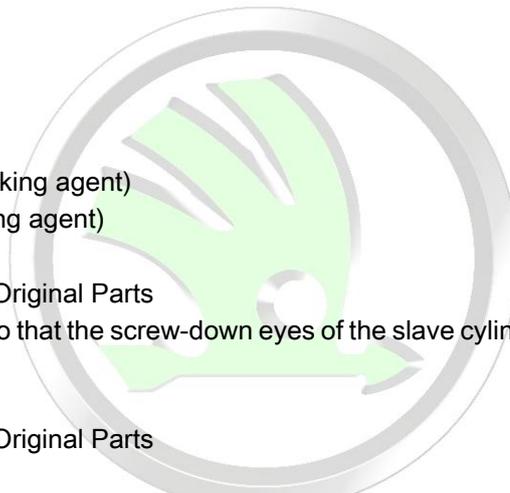
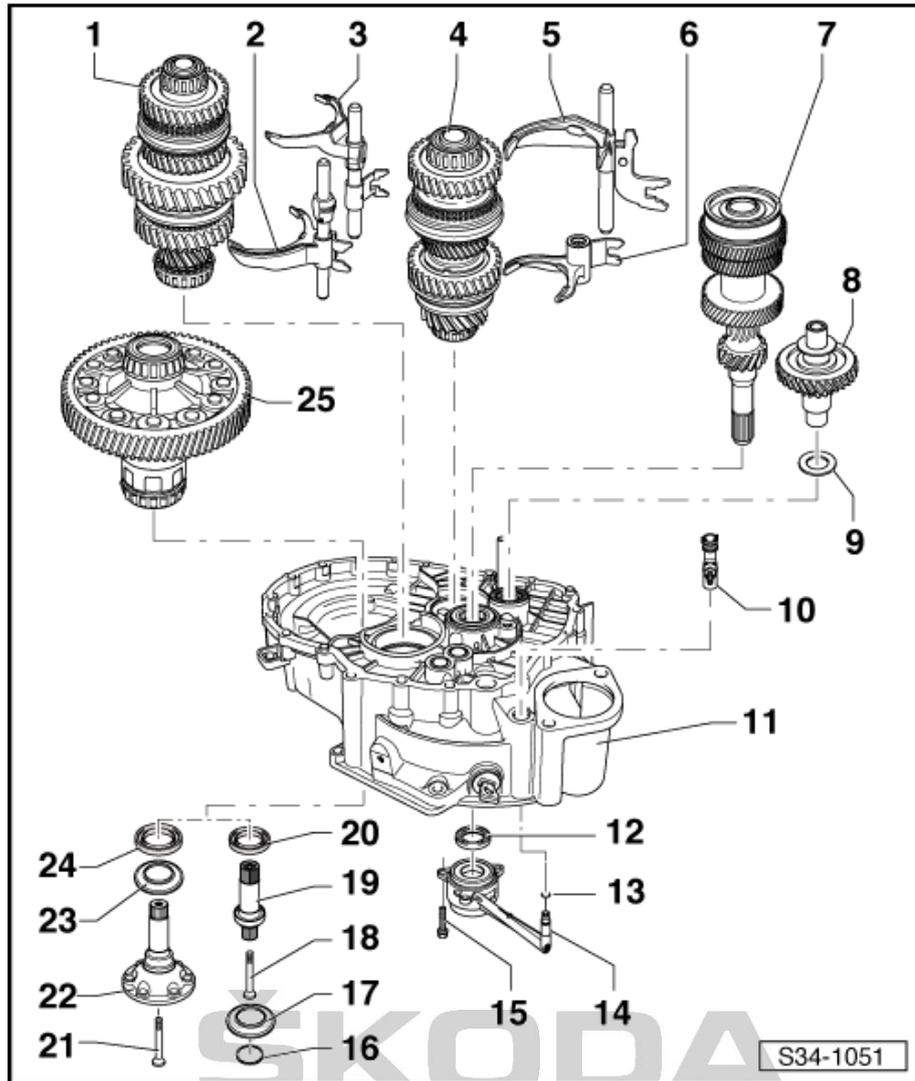
17 - Cap

- can be pushed onto the rigid shaft, or removed by hand

18 - 33 Nm

19 - Rigid shaft with pressure spring

- removing and installing ⇒ [page 266](#)



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- complete ⇒ [page 377](#)
- as of 11/2004 replaced by flange shaft pos. 22

20 - Sealing ring

- for the right rigid shaft
- replace ⇒ [page 358](#)

21 - 33 Nm

22 - Flange shaft

- Assignment ⇒ Electronic Catalogue of Original Parts

23 - Cap

- release with screwdriver alternatively from the flange shaft
- push on by hand up to the stop
- must lock with the flange shaft

24 - Sealing ring

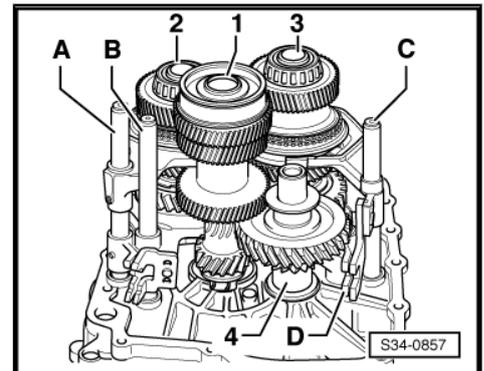
- for right flange shaft
 - replace
- ◆ Vehicles with front-wheel drive ⇒ [page 359](#)
 - ◆ for vehicles with four-wheel drive ⇒ [page 361](#)

25 - Differential gear

- disassembling and assembling ⇒ [page 377](#)

Fitting position of shafts and gear shift rods in the gearbox up to 05.2009

- 1 - Drive shaft
- 2 - Output shaft gears 1 through 4
- 3 - Output shaft 5th, 6th gear/reverse gear
- 4 - Reverse shaft
- A - 3rd/4th gear shift rod
- B - 1st/2nd gear shift rod
- C - 5th/6th gear shift rod
- D - Gearshift fork reverse gear

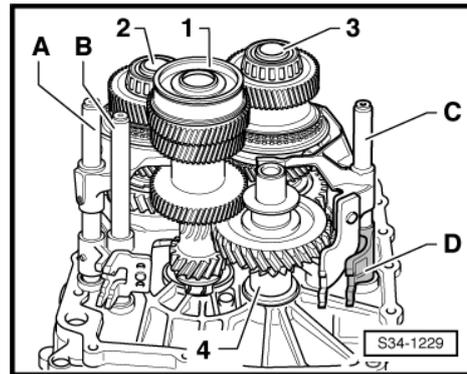


Note

The reverse gear shift fork Pos. D is installed on the shaft for reverse gear shift fork in the clutch housing.


Fitting position of shafts and gear shift rods in the gearbox as of 06.2009

- 1 - Drive shaft
- 2 - Output shaft gears 1 through 4
- 3 - Output shaft 5th, 6th gear/reverse gear
- 4 - Reverse shaft
- A - 3rd/4th gear shift rod
- B - 1st/2nd gear shift rod
- C - 5th/6th gear shift rod
- D - Gearshift fork reverse gear


Note

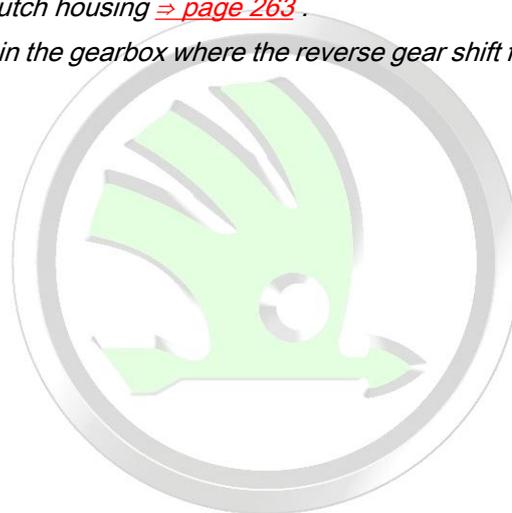
The reverse gear shift fork Pos. D is installed on the 5th and 6th gear shift rod Pos. C.

6.4.2 Four-wheel drive

Note

- ◆ Fitting position of the shafts and gearshift rods in the gearbox where the reverse gear shift fork is positioned on the shaft for reverse gear shift fork in the clutch housing ⇒ [page 263](#) .
- ◆ Fitting position of the shafts and gearshift rods in the gearbox where the reverse gear shift fork is positioned on the 5th/6th gear shift rod ⇒ [page 264](#) .

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1 - Output shaft gears 1 through 4

- ❑ disassembling and assembling ⇒ [page 325](#)

2 - Gear shift rod with shift fork for 1st and 2nd gear

3 - Gear shift rod with shift fork for 3rd and 4th gear

4 - Output shaft 5th, 6th gear/ reverse gear

- ❑ disassembling and assembling ⇒ [page 346](#)

5 - Gear shift rod with shift fork for 5th and 6th gear

6 - Gearshift fork reverse gear

7 - Drive shaft

- ❑ disassembling and assembling ⇒ [page 318](#)
- ❑ Always replace grooved ball bearing on the drive shaft ⇒ [page 318](#)

8 - Reverse shaft

- ❑ with thrust washer

9 - Thrust washer

10 - Breather

- ❑ connect with slave cylinder Pos. 14

11 - Clutch housing

- ❑ repairing ⇒ [page 299](#)

12 - Gasket ring for drive shaft

- ❑ replace ⇒ [page 96](#)

13 - O-ring

- ❑ pull onto line connection
- ❑ moisten with brake fluid before installing

14 - Slave cylinder with release bearing

- ❑ removing and installing ⇒ [page 95](#)

15 - Screw

- ❑ for metal slave cylinder: 12 Nm (without locking agent)
- ❑ for plastic slave cylinder: 15 Nm (with locking agent)
- ❑ 3 pieces
- ❑ always replace ⇒ Electronic Catalogue of Original Parts
- ❑ carefully tighten in small stages crosswise so that the screw-down eyes of the slave cylinder do not break off

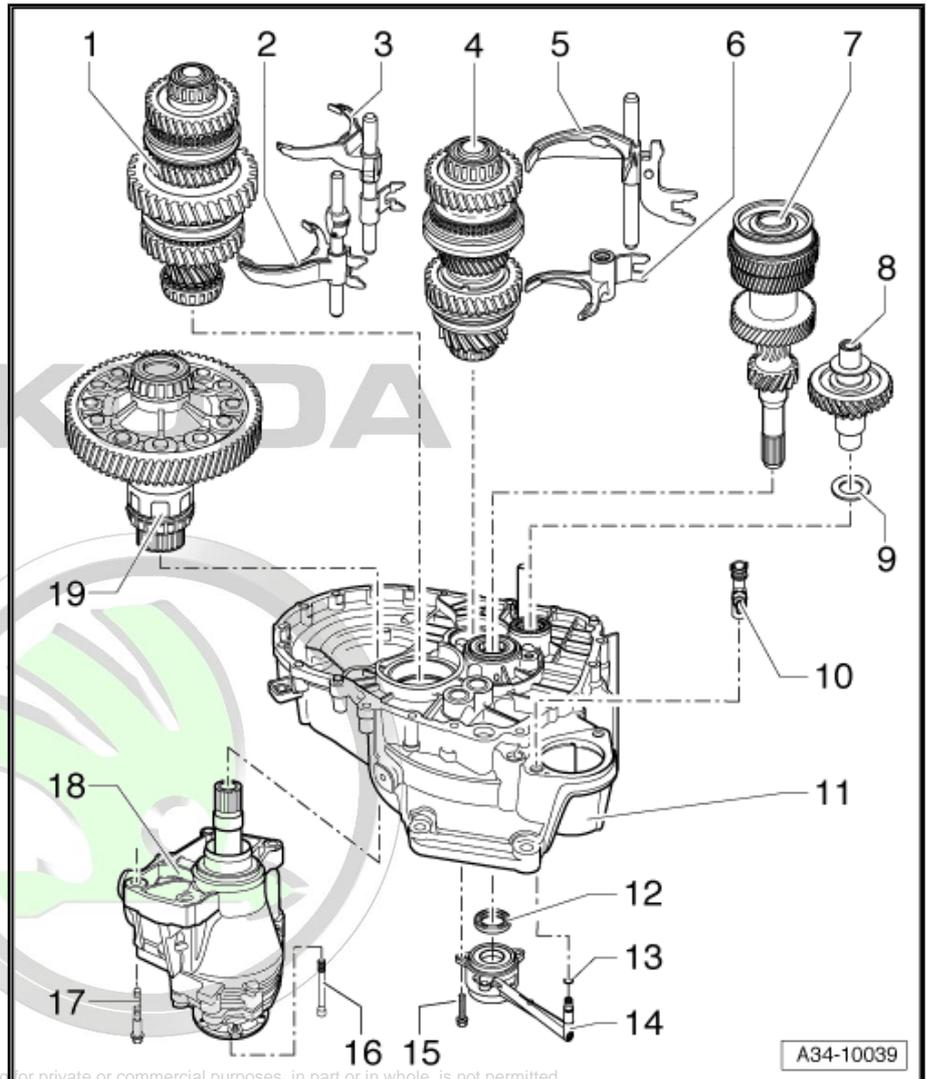
16 - 33 Nm

17 - 40 Nm + 90° further

- ❑ 4 pieces
- ❑ always replace ⇒ Electronic Catalogue of Original Parts

18 - Angle gearbox

- ❑ Removing and installing with gearbox fitted ⇒ [page 224](#)



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- Removing and installing with gearbox removed ⇒ [page 278](#)

19 - Differential gear

- disassembling and assembling ⇒ [page 377](#)

6.5 Mounting sequence up to production date 20/01/2008 (Octavia II)

Removing and installing the gearbox housing, shift mechanism, drive shaft, output shafts, differential gear, gear shift rods and angle gearbox

Special tools and workshop equipment required

- ◆ Press-on sleeve - MP3-412 (VW 455)-
- ◆ Multi-purpose tool - MP3-419 (VW 771)-
- ◆ Supporting bridge - MP3-425 (30-211A)-
- ◆ Assembly stand - MP9-101-
- ◆ Thrust piece - T10042-
- ◆ Socket insert - T10107A-
- ◆ Gearbox mount - T30108-
- ◆ Gearbox mount - T30109 (VW 353)-
- ◆ Thrust piece - T40008-
- ◆ Separating device , e.g. -Kukko 17/0 -
- ◆ Hot-air blower
- ◆ Catch pan
- ◆ Ring bolt - 3368-
- ◆ Sealant - AMV 188 200 03-
- ◆ Grease for plug serration of clutch disc - G 000 100-

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6.5.1 Disassembling gearbox (Octavia II)

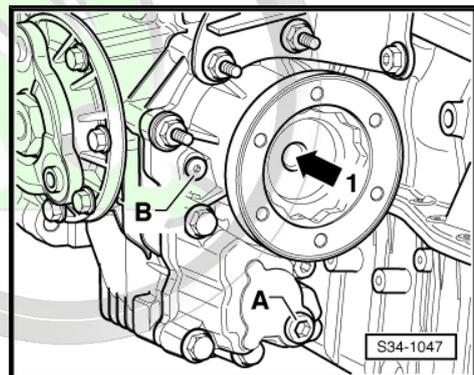
Four-wheel drive

- Remove the right flange shaft bolt -arrow 1- using the socket insert - T10107A- .



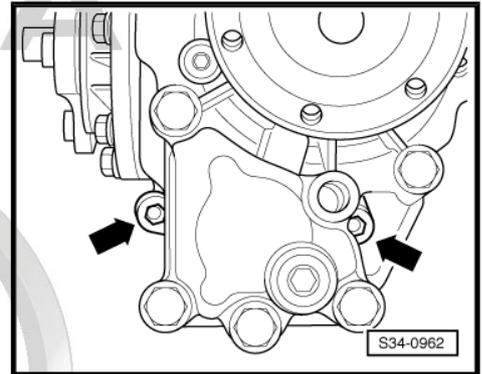
Note

The right flange shaft remains in the angle gearbox.



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- Unscrew the bottom engine/gearbox connecting screws -arrows-.

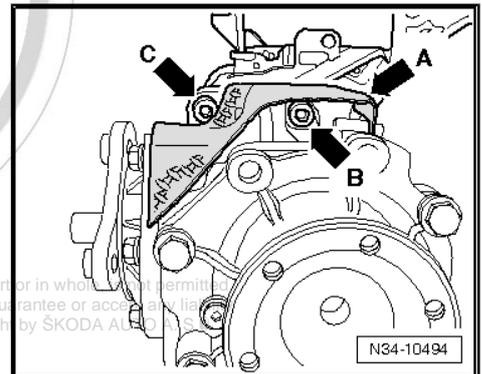


On certain vehicles a heat shield -arrow A- is located on the top side of the angle gearbox.

The screw -arrow B- is accessible below the heat shield.

The screw -arrow C- is accessible above the heat shield.

- Carefully press off angle gearbox from manual gearbox, while doing so secure it against falling.



Continued for all gearboxes

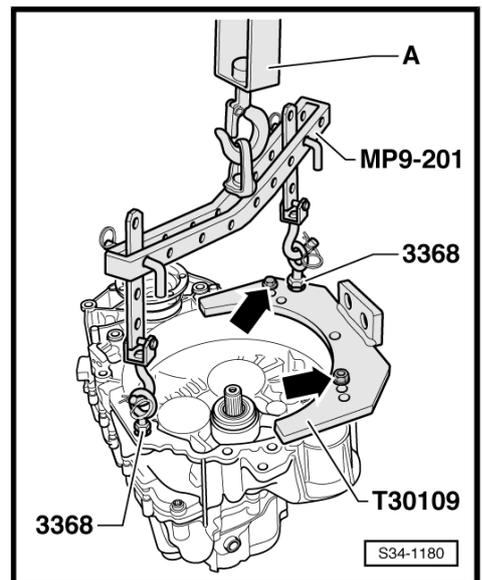


Note

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*Before disassembling the gearbox first the gearbox mount - T30109 (VW 353)- should be secured to the gearbox
⇒ [page 267](#).*

Secure the gearbox mount - T30109 (VW 353)- to the gearbox.

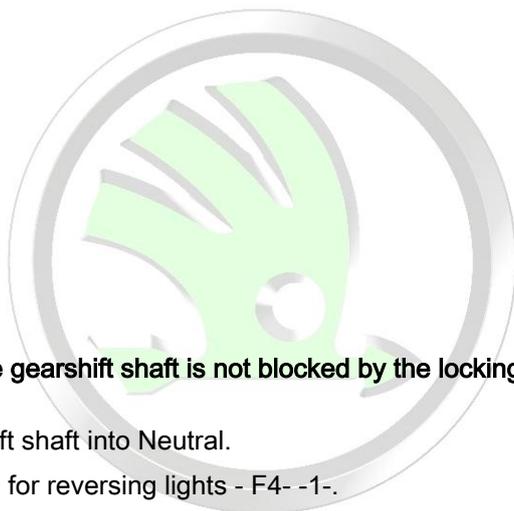




- Attach gearbox to assembly stand - MP9-101- .
- Place catch pan underneath.
- Drain out gear oil.

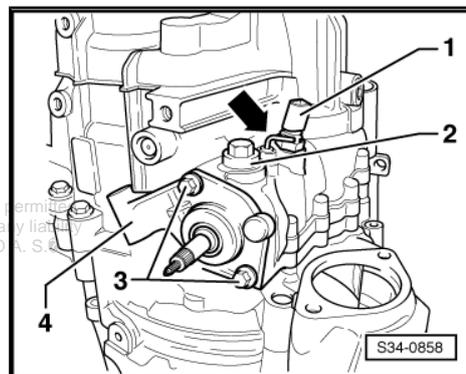
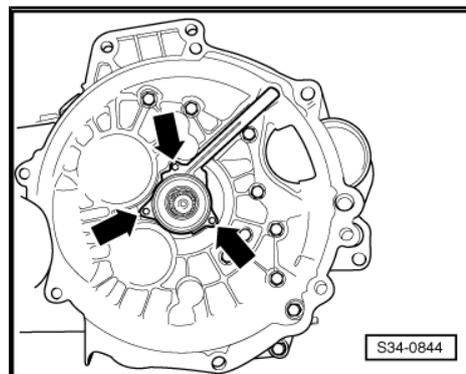
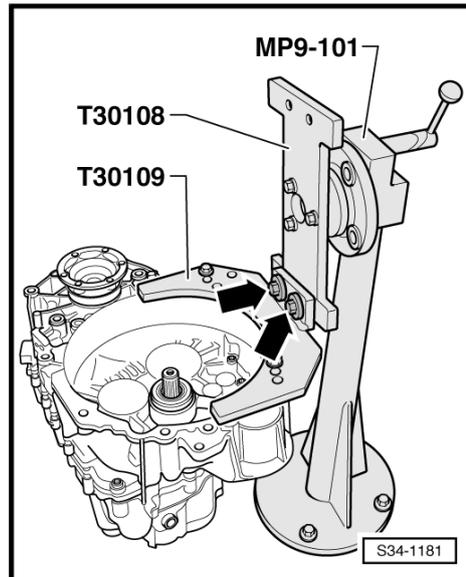
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- Remove slave cylinder with release bearing -arrows-.



Make sure that the gearshift shaft is not blocked by the locking angle -arrow-.

- Put the gearshift shaft into Neutral.
- Remove switch for reversing lights - F4- -1-.
- Unscrew locking screw -2-.
- Unscrew bolts -3-.
- Pull the gearshift shaft -4- out of the gearbox housing.



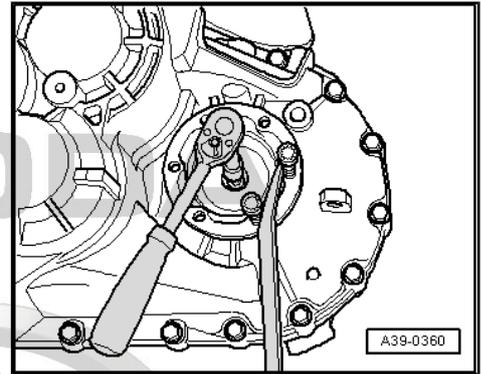
- Release the fixing screw for the left flange shaft, to this end insert two screws in the flange and counterhold the flange shaft using an assembly lever.
- Remove the flange shaft with pressure spring.

Front-wheel-drive

- Remove rigid shaft or right flange shaft.

Note

For gearboxes as of production date 11/2004, the rigid shaft on the right was replaced by a flange shaft.

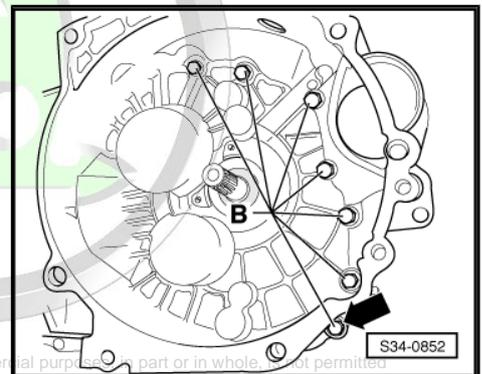


Continued for all gearboxes

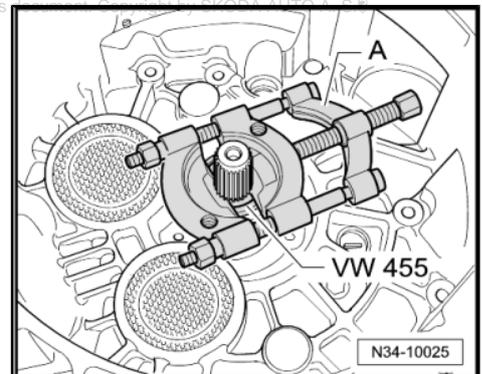
- Unscrew screws -B-, that serve to secure the gearbox housing from the clutch housing.

Note

The hexagon bolt -arrow- is located outside the screw-on flange. It is fitted with a washer.



- Interlock the drive shaft by fitting the press-on sleeve - VW 455 (MP3-412)- via the drive shaft onto the clutch housing.

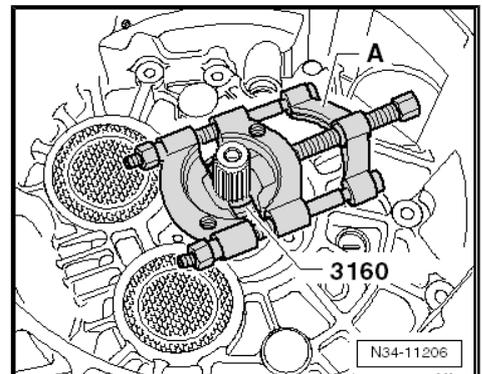


Note

If necessary the bushing - 3160 (T30102)- must be used instead of the insertion bushing - VW 455 (MP3-412)- so that the separating device -A- can be tensioned behind the splines of the drive shaft.

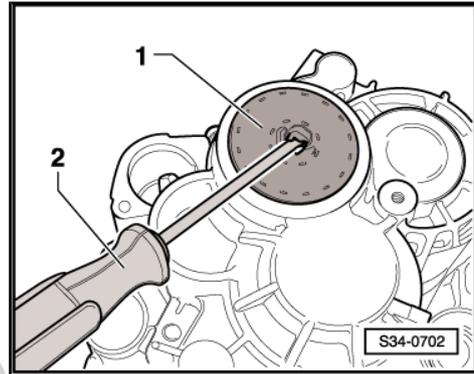
- Tighten the separating device -A-, e. g. -Kukko 17/0- behind the splines of the drive shaft.

While doing so the reverse side of the separating device must rest on the insertion bushing - VW 455 (MP3-412)- or on the bushing - 3160 (T30102)- with no play.





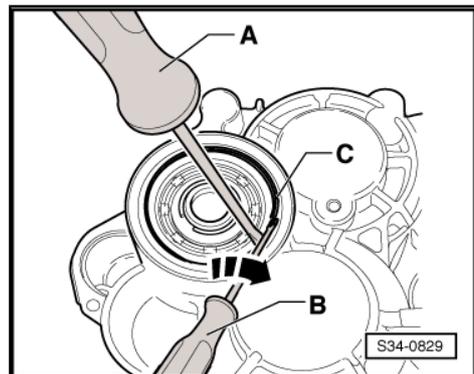
- Push the rubber through the middle of the cap -1- using a screwdriver .
- Carefully lever up the cap from the gearbox housing using the screwdriver -2-.



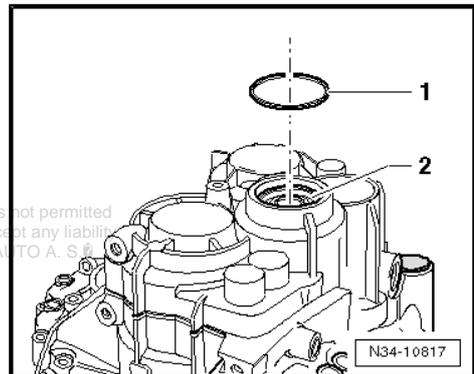
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Remove the circlip -C- from the grooved ball bearing of the drive shaft/gearbox housing as follows:

- with the screw driver -A- hold one end of the circlip.
- With the screw driver -B- lever the other end out of the slot of the grooved ball bearing -direction of arrow-.
- Move screwdriver -B- around, levering out the circlip step by step.

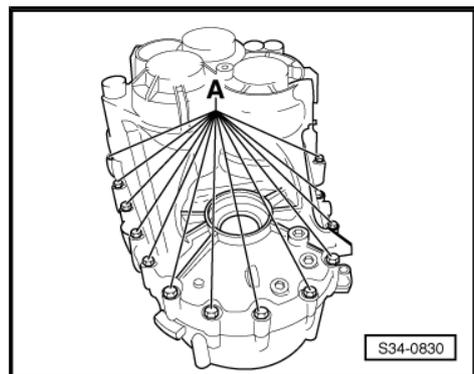


- If applicable, remove the washer -1- from the gearbox housing -2-.
- If the gearbox housing is replaced, check whether the washer -1- must be fitted again => [page 273](#) .



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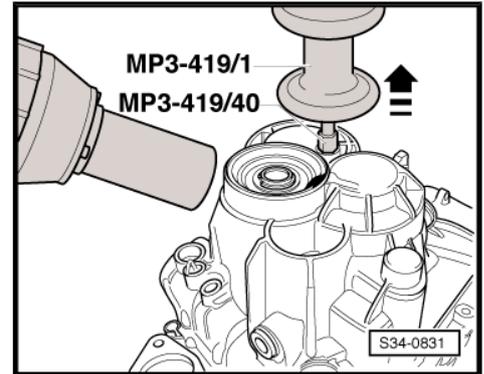
- Remove the fixing screws -A- for the gearbox housing on the clutch housing.



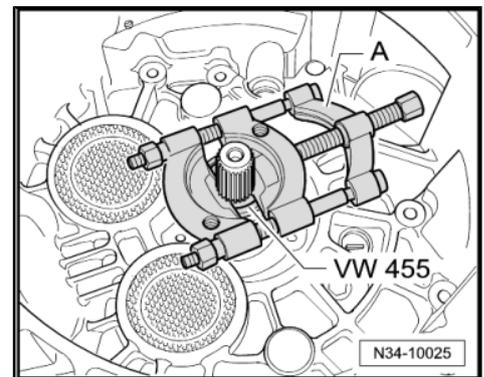
- Screw adapter - MP3-419/40- into the threaded hole of the gearbox housing.
- Heat the gearbox housing with the hot-air blower at the bearing assembly for grooved ball bearing/drive shaft to about 100°C for around 10 minutes.
- Remove the gearbox housing from the clutch housing using the multi-purpose tool - MP3-419/1- -direction of arrow-.

i Note

If necessary carefully release with assembly lever alternatively from the projecting housing lands and make sure the sealing surfaces are not damaged in the process.

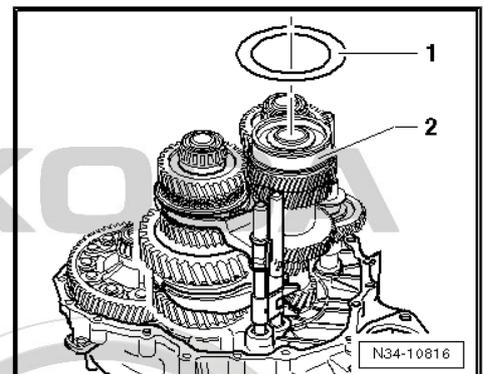


- Remove the separating device -A- and the insertion bushing - VW 455 (MP3-412)- or the separating sleeve - 3160 (T30102)- from the drive shaft.



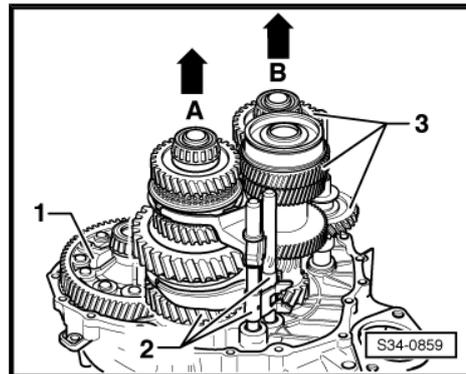
- If applicable, remove the washer -1- from the grooved ball bearing -2-.
- If the gearbox housing is replaced, check whether the washer -1- must be fitted again ⇒ [page 274](#) .

For the removal of the shafts from the clutch housing a second mechanic is required.





- Lift the differential gear -1- with the left hand. With the right hand lift output shaft gears 1 through 4 together with gear shift rods -2- -arrow A-.
- At the same time the 2nd mechanic lifts the drive shaft, the reverse shaft and the output shaft 5th/6th gear -3- together with the gear shift rods out of the clutch housing -arrow B-.



Note

If necessary the differential gear can be placed again in the clutch housing after lifting the shafts.

- Removing gasket ring for drive shaft.



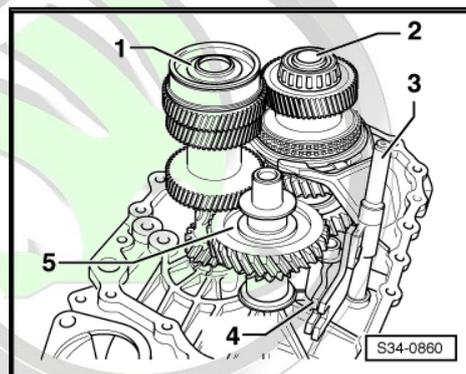
Note

The grooved ball bearing on the drive shaft must always be replaced => [page 318](#) .

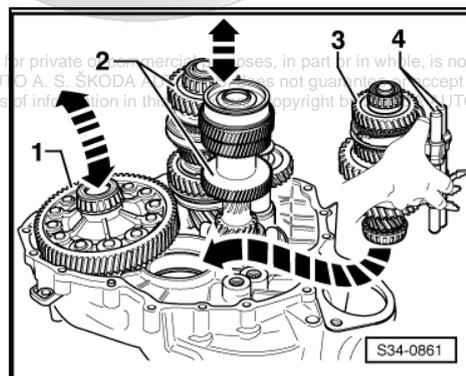


6.5.2 Assembling gearbox (Octavia II)

- A new grooved ball bearing must be pressed onto the drive shaft => [page 318](#) .
- Insert the drive shaft -1-, the output shaft 5th/6th gear -2- together with gear shift rod -3-, shift fork -4- and reverse shaft -5-.



- Insert differential gear -1-.
- Take the output shaft gears 1 through 4 -3- with the gear shift rods -4- in the right hand as shown.
- Slightly lift the differential gear with the left hand.
- At the same time the 2nd mechanic lifts the drive shaft, the output shaft 5th/6th gear and reverse gear -2- together with the reverse shaft.
- Insert the output shaft gears 1 through 4 in -the direction of the arrow-.



The serrations of the drive shaft, output shafts and final drive/differential gear must be in mesh.

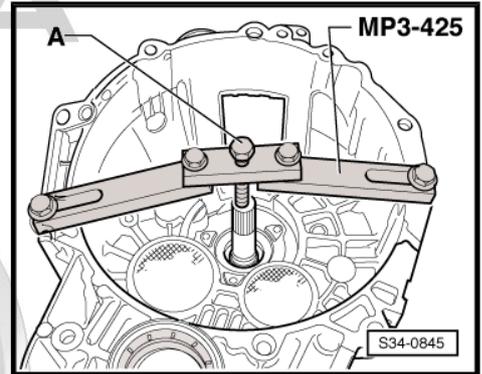
- Place the shafts and the differential gear in their bearing assembly.

- Secure the supporting bridge - MP3-425- for drive shaft to the clutch housing.

i Note

To provide a clearer illustration, the clutch housing is shown at an angle of 180°.

- Screw in screw -A- until the drive shaft is lifted slightly.



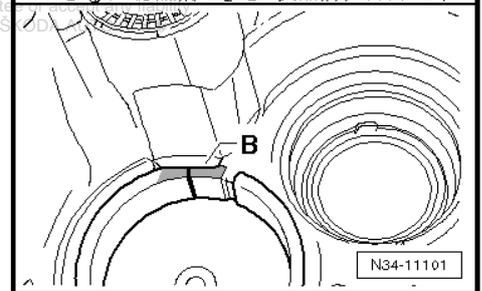
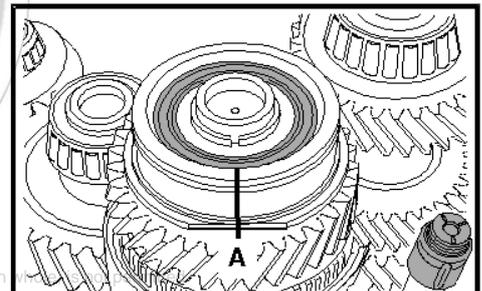
On certain gearboxes, flattened parts -A- are present at the grooved ball bearing for the drive shaft and at the bearing support -B-.

Check the grooved ball bearing for the drive shaft and the gearbox housing.

Grooved ball bearing for the drive shaft and the gearbox housing

No flattened parts at the grooved ball bearing -A- and at the bearing support -B- => [page 273](#)

Flattened parts at the grooved ball bearing -A- and at the bearing support -B- => [page 274](#)



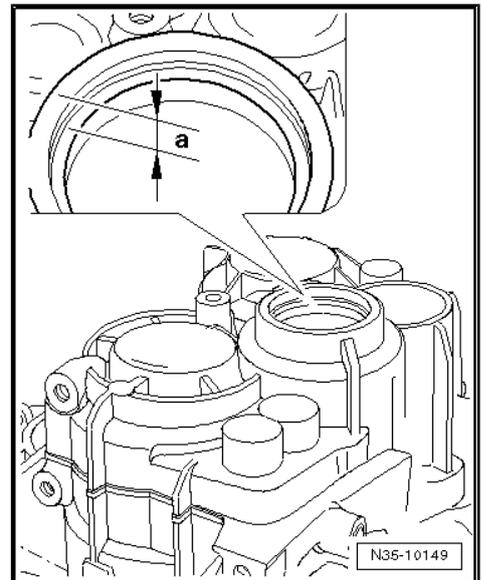
As of production date from 20/03/2006 to production date approx. 20/01/2008:

A washer is inserted above and below the grooved ball bearing for the drive shaft => [page 318](#) .

Top washer	Outer diameter	78.6 mm
Bottom washer	Outer diameter	85 mm

Measure the shoulder above the support for the grooved ball bearing

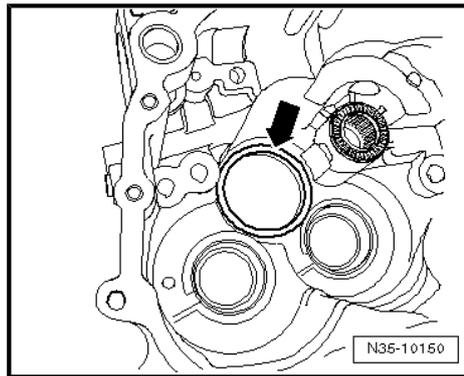
Shoulder above the grooved ball bearing	Dimension "a"	Top washer
until production date 19/03/2006	10 mm	no
as of production date 20/03/2006	10.7 mm	yes



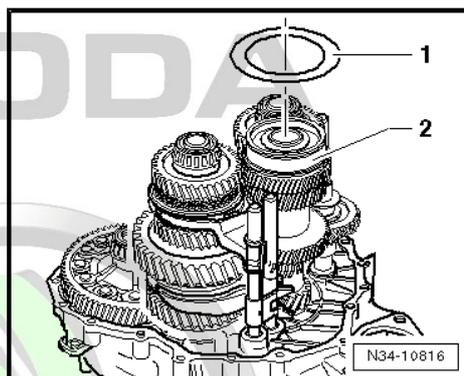


In the gearbox housing the area below the bearing pedestal for the grooved ball bearing is also changed -arrow-

Area below the bearing pedestal		Bottom washer
until production date 19/03/2006	not chamfered	no
as of production date 20/03/2006	chamfered slightly deeper	yes



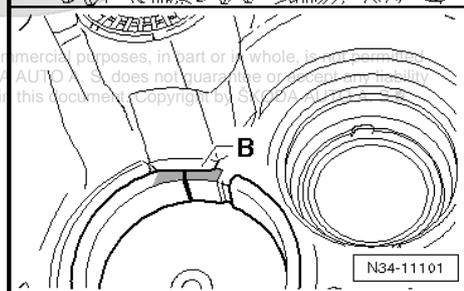
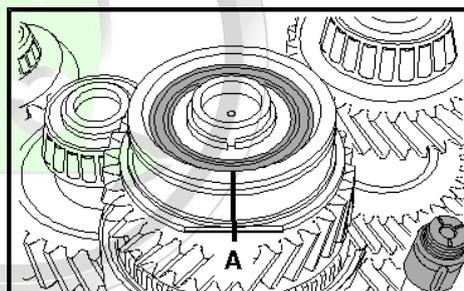
- If necessary place a washer (outside diameter = 85 mm) -1- onto the grooved ball bearing -2-.



For certain gearboxes:

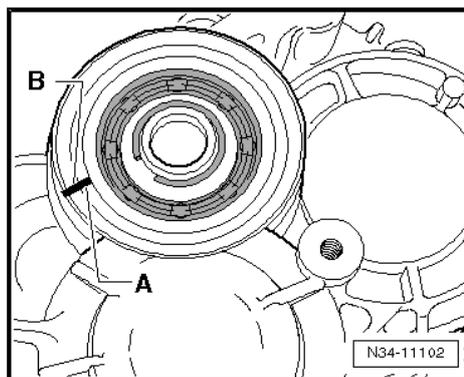
If flattened parts -A- are present at the grooved ball bearing/drive shaft and at the bearing support -B- for the grooved ball bearing in the gearbox housing.

- Washers must not be placed above and below the grooved ball bearing on these gearboxes.
- The flattened parts -A- at the grooved ball bearing and at the bearing support -B- must be aligned in the gearbox housing.
- Mark these flattened parts in different colours.
- Transfer the markings onto the upper area of the grooved ball bearing and onto the upper area of the bearing support of the gearbox housing (=> next figure).
- On all gearboxes - heat the gearbox housing with the hot-air blower in the area of the bearing assembly for grooved ball bearing/drive shaft to 100°C for approx. 10 minutes.



i Note

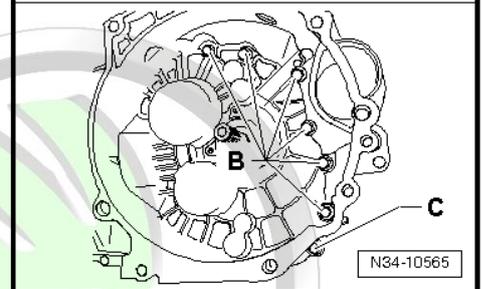
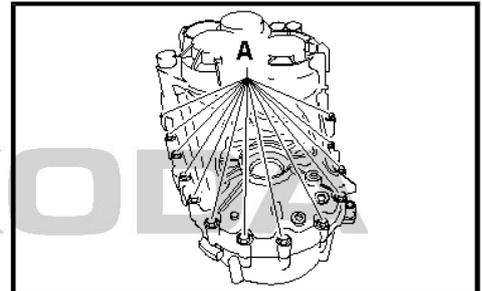
- ◆ *Warming up is necessary so that the grooved ball bearing is not damaged when installing the gearbox housing.*
- ◆ *Apply sealant - AMV 188 200 03- uniformly on the sealing surface of the clutch housing.*
- ◆ *Align the marking of the grooved ball bearing -A- to the marking on the gearbox housing -B- and position gearbox housing.*



- Tighten new screws -A-, -B- and -C- for the gearbox housing at the clutch housing to tightening torque.

Assignment of screws:

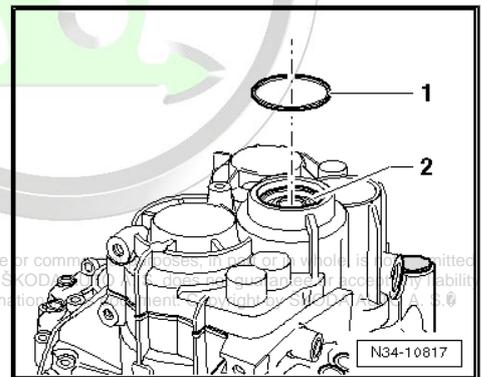
- A - Screw with captive washer
- B - Screw without washer
- C - Screw with captive washer



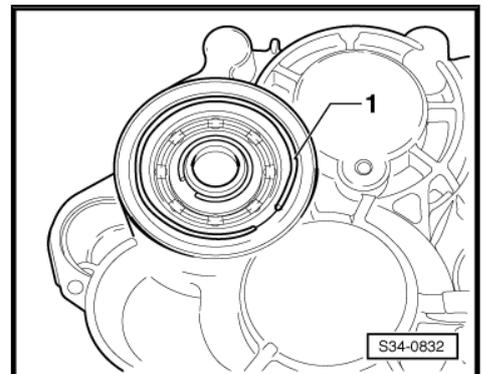
- If necessary place a washer -1- (outside diameter = 78.6 mm) above the grooved ball bearing -2-.

i Note

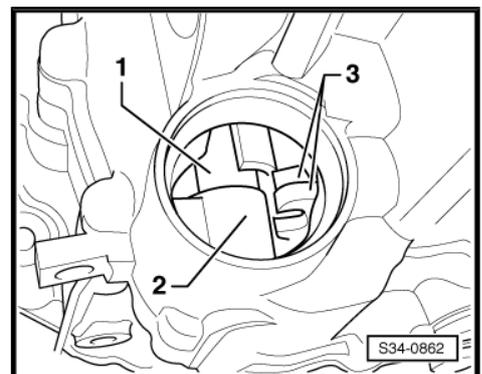
- ◆ If a washer must be placed onto the grooved ball bearing ⇒ [page 273](#).
- ◆ The washer -1- above the grooved ball bearing -2- is no longer fitted if there is a flattened part on the grooved ball bearing and the gearbox housing ⇒ [page 274](#).



- Install circlip -1- for grooved ball bearing/drive shaft.
- Remove supporting bridge - MP3-425- for drive shaft.
- In case the serrated sleeve for the gearshift shaft was removed, drive it in with the drift ⇒ [page 294](#) up to the stop of the tool.
- Turn the gearbox with the opening for the gearshift shaft in the assembly stand upwards.

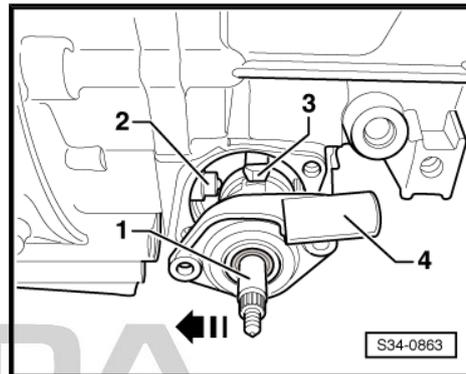


- Insert the gearshift shaft -1- into the bottom bearing -2- and into the gearshift forks -3-. The cap in the illustration is removed for purposes of clear presentation.





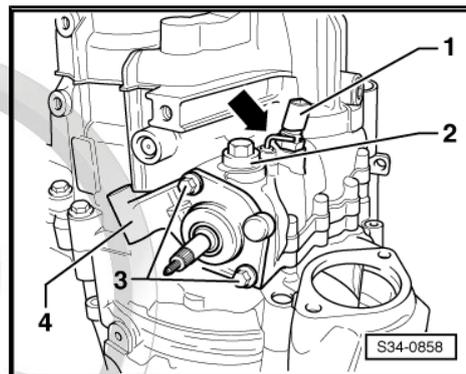
- Press the gearshift shaft -1- against the serrated sleeve -2- -direction of arrow- and guide with the shift finger -3- through the gearshift forks up to the stop downwards.
- The gearshift cover -4- must be positioned at the same time parallel to the screw-on surface at the gearbox housing.
- The gearshift shaft must slide easily into the selector movement (upwards and downwards).



i Note

If the gearshift cover is positioned obliquely to the screw-on surface, the gearshift shaft is not inserted into the bottom bearing.

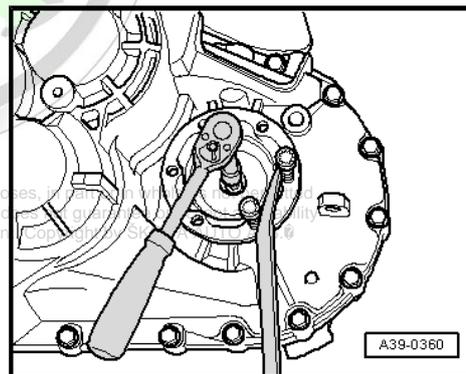
- Tighten screws -3- for the cover/gearshift shaft -4-.
- Screw in locking screw -2-, at the same time the locking angle -arrow- must be laid out.
- Install switch for reversing lights - F4- -1-.



- Install left flange shaft with pressure spring, stop disc and conical ring.

Front-wheel-drive

- Install rigid shaft or right flange shaft with pressure spring, stop disc and conical ring.

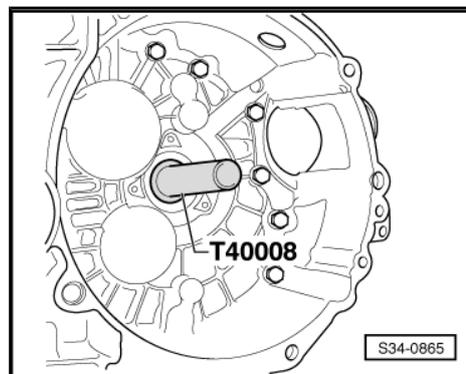


i Note

For gearboxes as of production date 11/2004, the rigid shaft on the right was replaced by a flange shaft.

Continued for all gearboxes

- Drive in the gasket ring for the drive shaft.
- Install slave cylinder with release bearing ⇒ [page 95](#) .
- Shift through all gears consecutively.

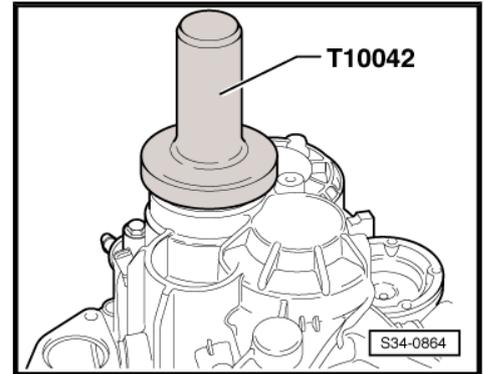


- Drive in cap into the gearbox housing up to the stop of the thrust piece - T10042- .
- Remove gearbox from assembly stand.

Four-wheel drive

Install angle gearbox as follows at the manual gearbox:

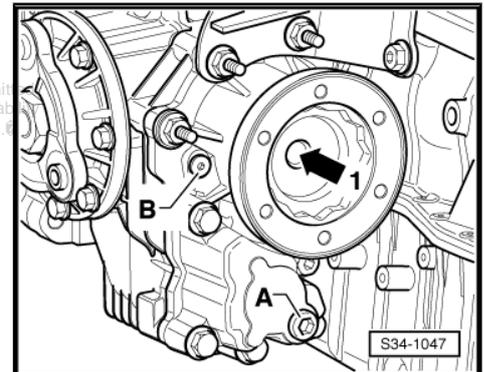
- On manual gearbox, lightly grease the rigid serration at differential gear with grease for the plug serration of the clutch disc - G 000 100- .
- Push angle gearbox fully onto the manual gearbox, while doing so slowly turn the flange shaft (carefully press angle gearbox onto gearbox up to stop).



i Note

- ◆ *Do not pull angle gearbox with the fixing screws against the manual gearbox, otherwise the angle gearbox can tilt and the fixing eyes can break off.*
- ◆ *Tighten gearbox/angle gearbox connecting screws crosswise (always replace screws ⇒ Electronic Catalogue of Original Parts).*
- Attach angle gearbox to gearbox and tighten connecting screws crosswise to tightening torque ⇒ [page 264](#) Pos. 17.
- Tighten the screw of the flange shaft -arrow 1- with socket insert - T10107A- to tightening torque ⇒ [page 264](#) Pos. 16.

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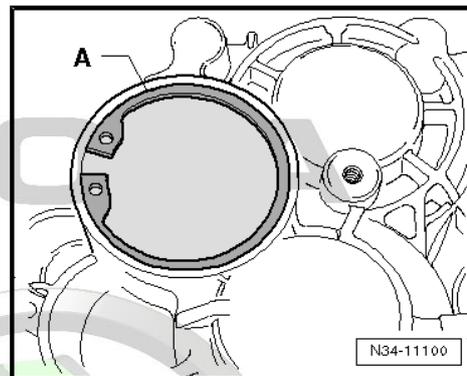


6.6 Mounting sequence as of production date 21/01/2008 (gearbox with circlip A for the cap/drive shaft)

Removing and installing the gearbox housing, shift mechanism, drive shaft, output shafts, differential gear, gear shift rods and angle gearbox

Special tools and workshop equipment required

- ◆ Press-on sleeve - MP3-412 (VW 455)-
- ◆ Multi-purpose tool - MP3-419 (VW 771)-
- ◆ Supporting bridge - MP3-425 (30-211A)-
- ◆ Assembly stand - MP9-101-
- ◆ Socket insert - T10107A-
- ◆ Thrust piece - T10143-
- ◆ Thrust piece - T10298-
- ◆ Gearbox mount - T30108-
- ◆ Gearbox mount - T30109 (VW 353)-
- ◆ Thrust piece - T40008-
- ◆ Separating tool , e.g. -Kukko 17/0-
- ◆ Hot-air blower
- ◆ Catch pan
- ◆ Ring bolt - 3368-
- ◆ Sealant - AMV 188 200 03-
- ◆ Grease for plug serration of clutch disc - G 000 100-



Gearbox with circlip -A- for the cap/drive shaft



Note

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- ◆ *The gearboxes produced during the period from 24/08/2011 to 30/08/2011 (⇒ [page 1](#)) and during the period from 07/09/2011 to 08/09/2011 (⇒ [page 1](#)) are equipped with a cap for drive shaft 02Q.301.211.A. In case of a repair, the cap for drive shaft 02Q.301.211.A needs to be replaced ⇒ [page 279](#) . Assignment ⇒ *Electronic Catalogue of Original Parts* .*
- ◆ *Cap for drive shaft made of sheet metal or plastic ⇒ [page 282](#)*
- ◆ *Cap for drive shaft made of sheet metal: secured with circlip*
- ◆ *Cap for drive shaft made of plastic: without circlip*
- ◆ *Assign components ⇒ *Electronic Catalogue of Original Parts**

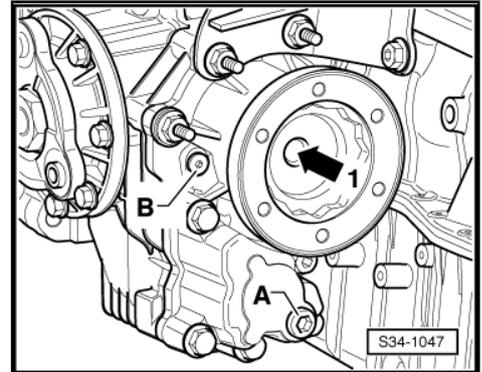
6.6.1 Disassembling gearbox

Four-wheel drive

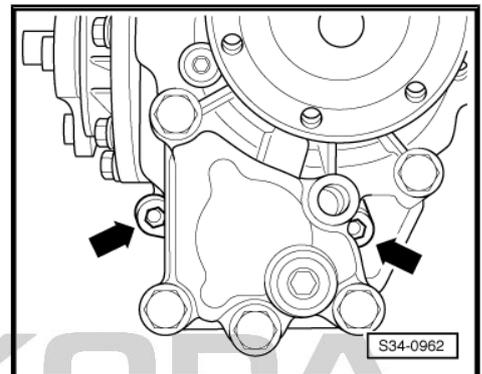
- Remove the right flange shaft bolt -arrow 1- using the socket insert - T10107A- .

i Note

The right flange shaft remains in the angle gearbox.



- Unscrew the bottom engine/gearbox connecting screws -arrows-.



On certain vehicles a heat shield -arrow A- is located on the top side of the angle gearbox.

The screw -arrow B- is accessible below the heat shield.

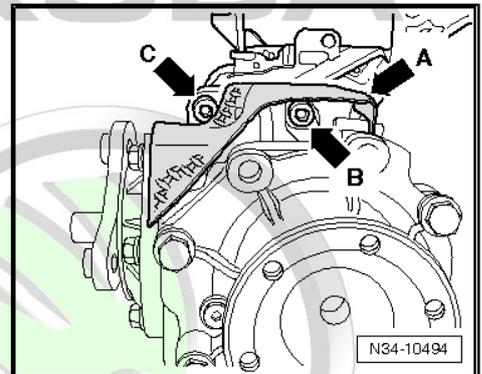
The screw -arrow C- is accessible above the heat shield.

- Carefully press off angle gearbox from manual gearbox, while doing so secure it against falling.

Continued for all gearboxes

i Note

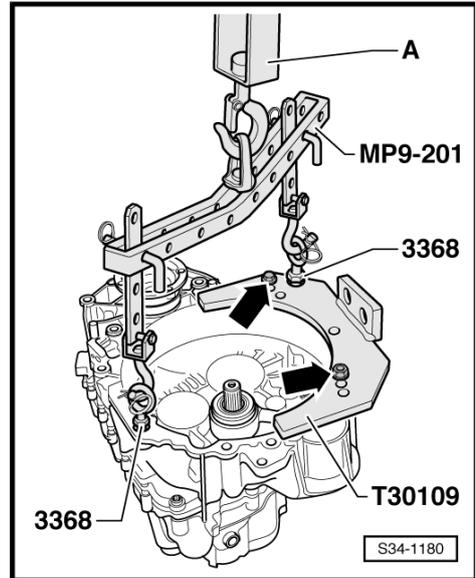
*Before disassembling the gearbox first the gearbox mount - T30109 (VW 353)- should be secured to the gearbox
⇒ [page 280](#) .*



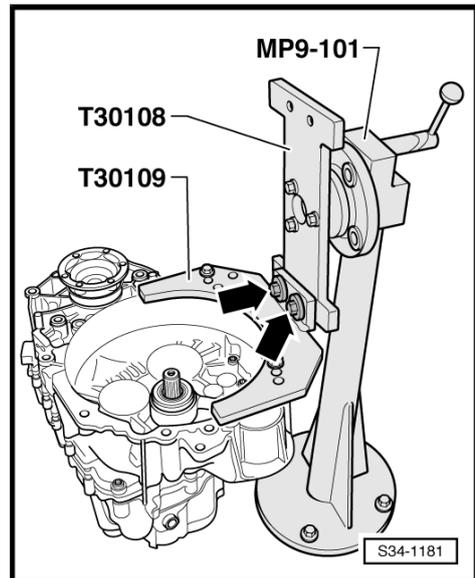


Secure the gearbox mount - T30109 (VW 353)- to the gearbox.

- Secure the ring bolts - 3368- to the flange of the gearbox housing and at the gearbox mount - T30109 (VW 353)- .
- Then hook the lifting device - MP9-201 (2024 A)- into the ring bolts - 3368- .
- Subsequently raise the gearbox with a workshop crane , e.g. -VAS 6100- at the assembly stand - MP9-101- .



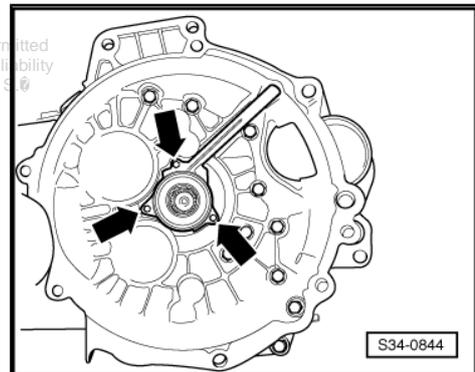
- Attach gearbox to assembly stand - MP9-101- .
- Place catch pan underneath.
- Drain out gear oil.



- Remove slave cylinder with release bearing -arrows-.

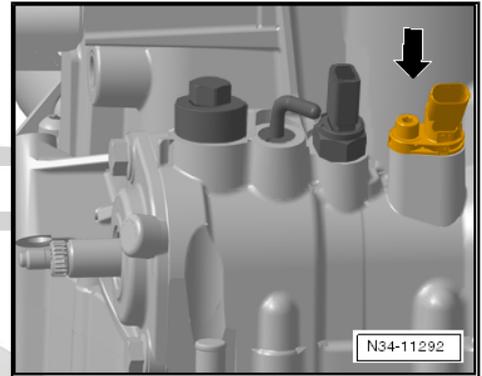
Gearbox with start-stop system

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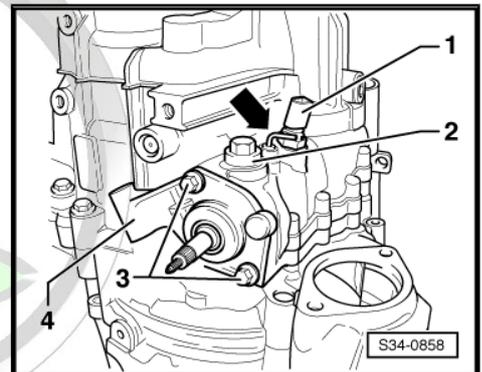
- Remove transmission neutral sender - G701- -arrow-.

Continued for all gearboxes



Make sure that the gearshift shaft is not blocked by the locking angle -arrow-.

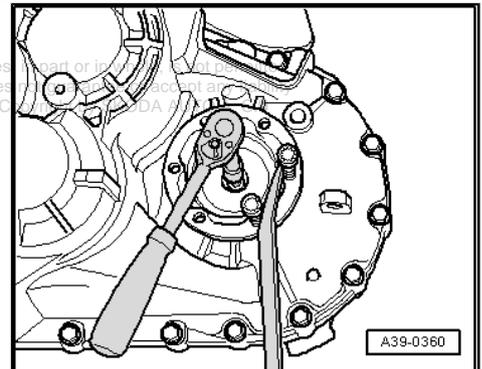
- Put the gearshift shaft into Neutral.
- Remove switch for reversing lights - F4- -1-.
- Unscrew locking screw -2-.
- Unscrew bolts -3-.
- Pull the gearshift shaft -4- out of the gearbox housing.



- Release the fixing screw for the left flange shaft, to this end insert two screws in the flange and counterhold the flange shaft using an assembly lever.
- Remove the flange shaft with pressure spring.

Front-wheel-drive

- Release the fixing screw for the right flange shaft, to this end insert two screws in the flange and counterhold the flange shaft using an assembly lever.
- Remove the flange shaft with pressure spring.



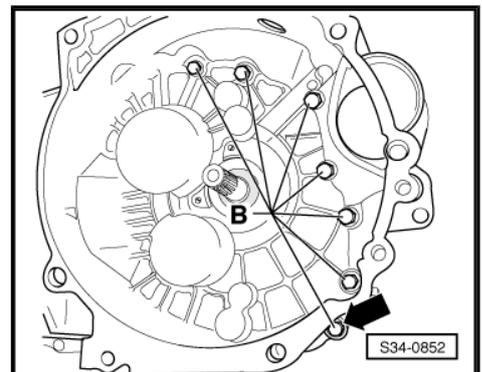
Continued for all gearboxes

- Unscrew screws -B-, that serve to secure the gearbox housing from the clutch housing.



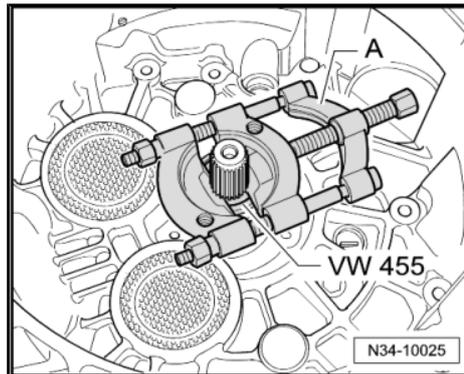
Note

The hexagon bolt -arrow- is located outside the screw-on flange. It is fitted with a washer.





- Interlock the drive shaft by fitting the press-on sleeve - VW 455 (MP3-412)- via the drive shaft onto the clutch housing.

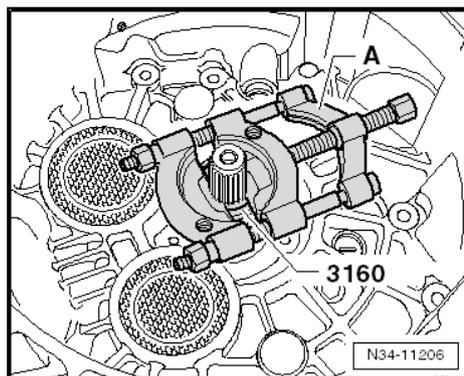


Note

If necessary the bushing - 3160 (T30102)- must be used instead of the insertion bushing - VW 455 (MP3-412)- so that the separating device -A- can be tensioned behind the splines of the drive shaft.

- Tighten the separating device -A-, e. g. -Kukko 17/0- behind the splines of the drive shaft.

While doing so the reverse side of the separating device must rest on the insertion bushing - VW 455 (MP3-412)- or on the bushing - 3160 (T30102)- with no play.

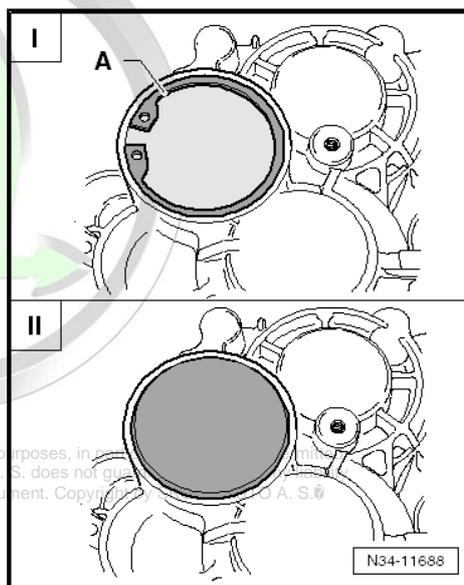


Note

- ◆ *There are caps for drive shafts made of sheet metal and of plastic.*
- ◆ *The gearboxes produced during the period from 24/08/2011 to 30/08/2011 (⇒ [page 1](#)) and during the period from 07/09/2011 to 08/09/2011 (⇒ [page 1](#)) are equipped with a cap for drive shaft 02Q.301.211.A. In case of a repair, the cap for drive shaft 02Q.301.211.A needs to be replaced. Assignment ⇒ *Electronic Catalogue of Original Parts* .*

There is no circlip -A- on the cap for the plastic drive shaft.

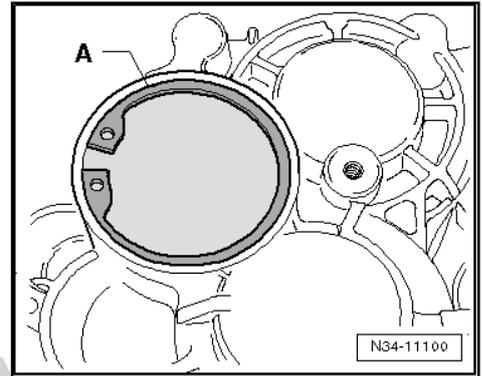
- ◆ -I- = cap for drive shaft made of sheet metal with circlip -A-
- ◆ -II- = cap for drive shaft made of plastic: without circlip



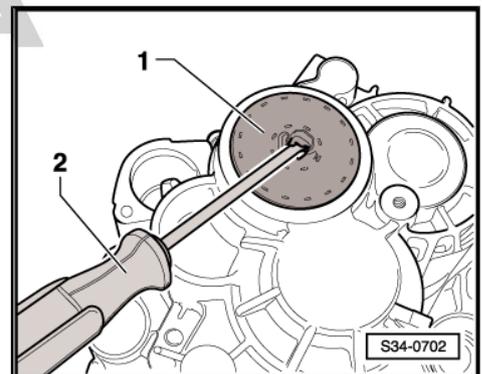
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Sheet metal cap

- Remove circlip -A- for the cap/drive shaft.



- Push the rubber through the middle of the cap -1- using a screwdriver .
- Carefully lever up the cap from the gearbox housing using the screwdriver -2-.



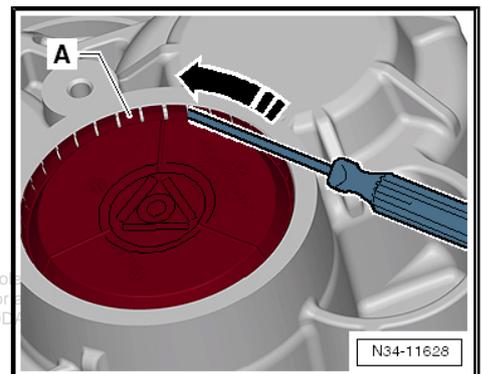
ŠKODA



Plastic cap

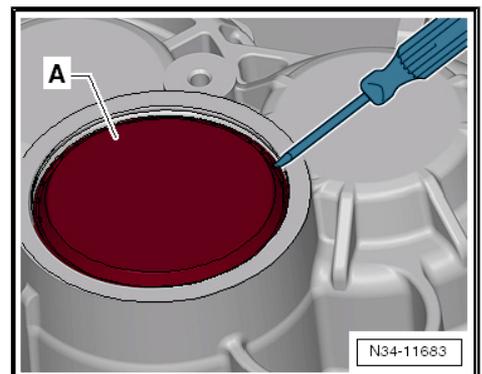
Release all locks -A- carefully. Do not damage the gearbox.

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- Pry out cap -A-.
- Check that all the individual parts of the cap have been removed.

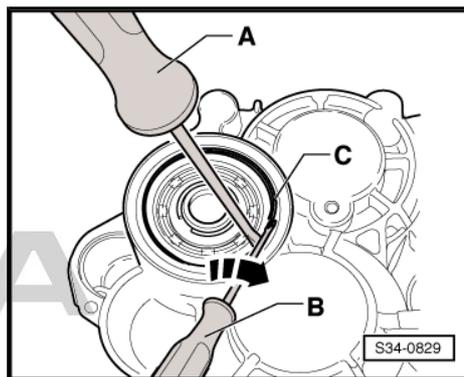
Continued for all versions



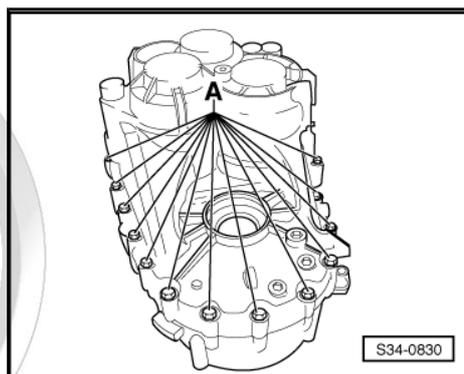


Remove the circlip -C- from the grooved ball bearing of the drive shaft/gearbox housing as follows:

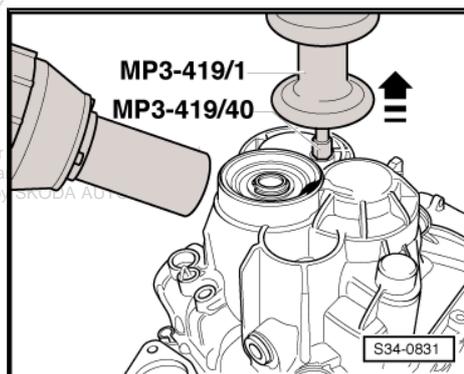
- with the screw driver -A- hold one end of the circlip.
- With the screw driver -B- lever the other end out of the slot of the grooved ball bearing -direction of arrow-.
- Move screwdriver -B- around, levering out the circlip step by step.



- Remove the fixing screws -A- for the gearbox housing on the clutch housing.



- Screw adapter - MP3-419/40- into the threaded hole of the gearbox housing.
- Heat the gearbox housing with the hot-air blower at the bearing assembly for grooved ball bearing/drive shaft to about 100°C for around 10 minutes.
- Remove the gearbox housing from the clutch housing using the multi-purpose tool - MP3-419/1- -direction of arrow-.

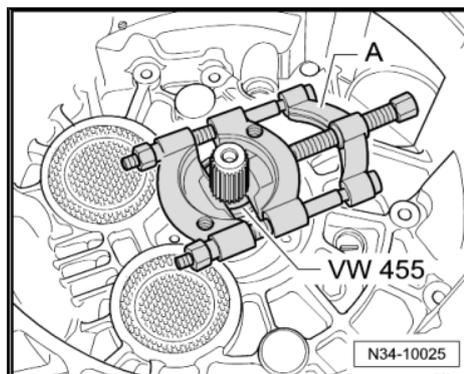


Note

If necessary carefully release with assembly lever alternatively from the projecting housing lands and make sure the sealing surfaces are not damaged in the process.

- Remove the separating device -A- and the insertion bushing - VW 455 (MP3-412)- or the separating sleeve - 3160 (T30102)- from the drive shaft.

For the removal of the shafts from the clutch housing a second mechanic is required.



- Lift the differential gear -1- with the left hand. With the right hand lift output shaft gears 1 through 4 together with gear shift rods -2- -arrow A-.
- At the same time the 2nd mechanic lifts the drive shaft, the reverse shaft and the output shaft 5th/6th gear -3- together with the gear shift rods out of the clutch housing -arrow B-.

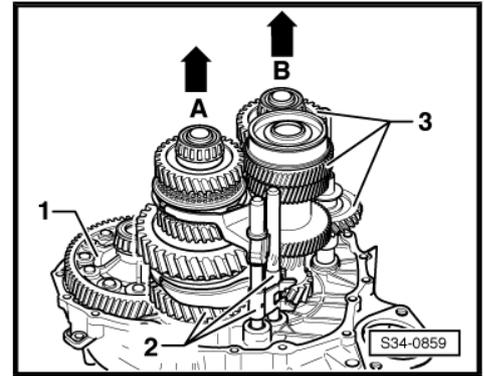
i Note

If necessary the differential gear can be placed again in the clutch housing after lifting the shafts.

- Removing gasket ring for drive shaft.

i Note

The grooved ball bearing on the drive shaft must always be replaced ⇒ [page 318](#).

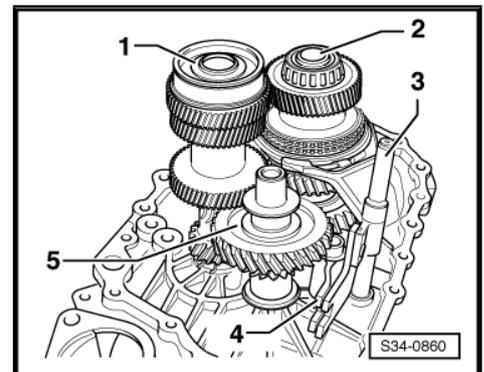


6.6.2 Assembling gearbox

- A new grooved ball bearing must be pressed onto the drive shaft ⇒ [page 318](#).

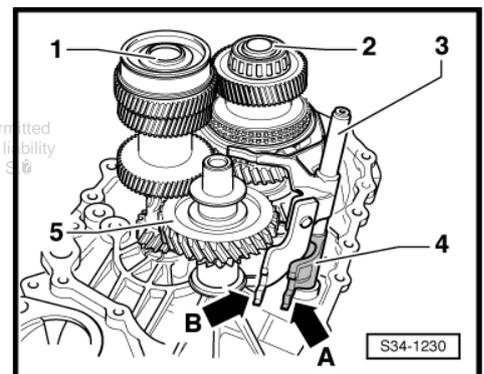
Gearbox up to 05/2009

- Insert the drive shaft -1-, the output shaft 5th/6th gear -2- together with gear shift rod -3-, shift fork -4- and reverse shaft -5-.



Gearbox as of 06/2009

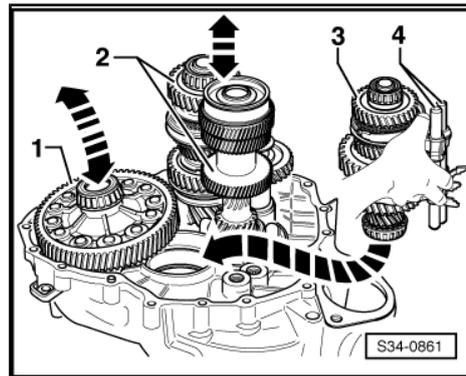
- Place the reverse gear shift fork -4- on the 5th/6th gear shift rod -3- in its installed position ⇒ [page 285](#).
- Insert the drive shaft -1-, the output shaft 5th/6th gear -2- together with gear shift rod -3-, shift fork -4- and reverse shaft -5-.
- The shift gate -arrow A- of the reverse gear shift fork points to the outer side of the gearbox. The shift gate -arrow B- of the 5th/6th gear shift rod must point to the inner side of the gearbox.



Continued for all gearboxes



- Insert differential gear -1-.
- Take the output shaft gears 1 through 4 -3- with the gear shift rods -4- in the right hand as shown.
- Slightly lift the differential gear with the left hand.
- At the same time the 2nd mechanic lifts the drive shaft, the output shaft 5th/6th gear and reverse gear -2- together with the reverse shaft.
- Insert the output shaft gears 1 through 4 in -the direction of the arrow-.



The serrations of the drive shaft, output shafts and final drive/differential gear must be in mesh.

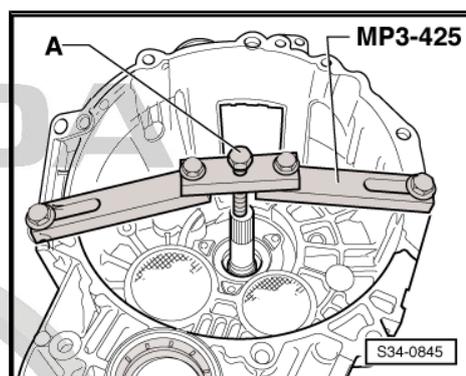
- Place the shafts and the differential gear in their bearing assembly.
- Secure the supporting bridge - MP3-425- for drive shaft to the clutch housing.



Note

To provide a clearer illustration, the clutch housing is shown at an angle of 180°.

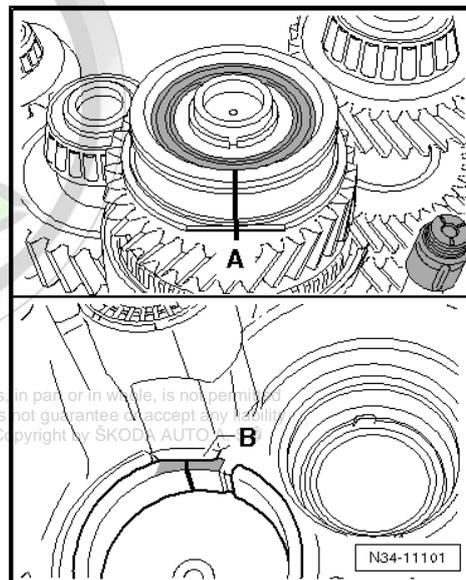
- Screw in screw -A- until the drive shaft is lifted slightly.



The grooved ball bearing/drive shaft only fits in one position in the gearbox housing

One flattened part is located at the grooved ball bearing/drive shaft and at the bearing support for the grooved ball bearing in the gearbox housing.

- If the flattened parts -A- and -B- are present, a washer must not be inserted above and below the grooved ball bearing/drive shaft => [page 323](#) .
- The flattened parts -A- at the grooved ball bearing and at the bearing support -B- must be aligned in the gearbox housing.
- Mark these flattened parts in different colours.
- Transfer the markings onto the upper area of the grooved ball bearing and onto the upper area of the bearing support of the gearbox housing (=> next figure).
- Heat the gearbox housing with the hot-air blower in the area of the bearing assembly for grooved ball bearing/drive shaft to 100°C for approx. 10 minutes.



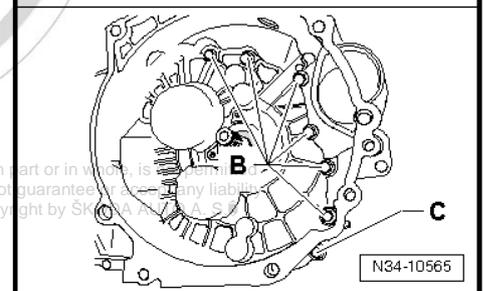
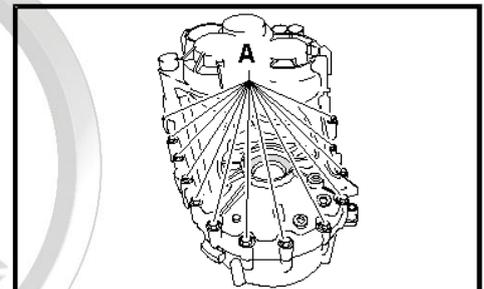
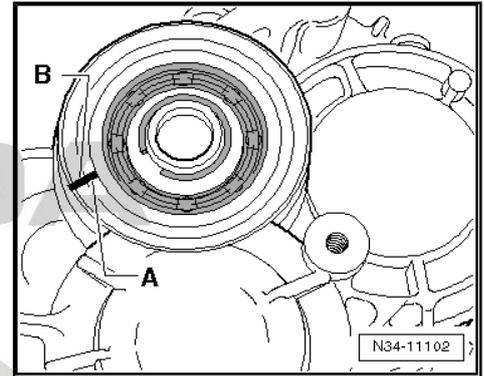
i Note

- ◆ *Warming up is necessary so that the grooved ball bearing is not damaged when installing the gearbox housing.*
- ◆ *Apply sealant - AMV 188 200 03- uniformly on the sealing surface of the clutch housing.*
- ◆ *Align the marking of the grooved ball bearing -A- to the marking on the gearbox housing -B- and position gearbox housing.*

- Tighten new screws -A-, -B- and -C- for the gearbox housing at the clutch housing to tightening torque.

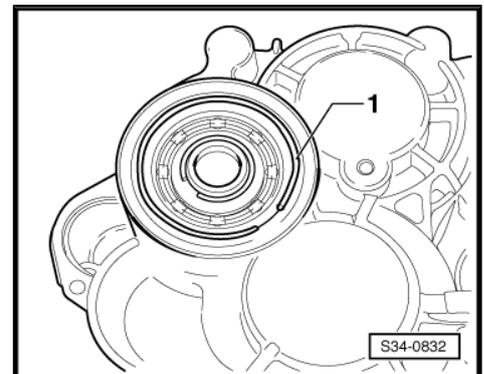
Assignment of screws:

- A - Screw with captive washer
- B - Screw without washer
- C - Screw with captive washer

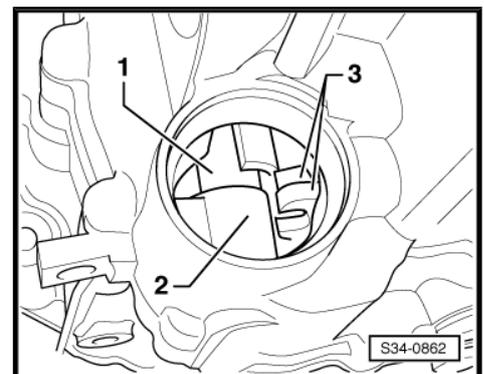


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- Install circlip -1- for grooved ball bearing/drive shaft.
- Remove supporting bridge - MP3-425- for drive shaft.
- In case the serrated sleeve for the gearshift shaft was removed, drive it in with the drift ⇒ [page 294](#) up to the stop of the tool.
- Turn the gearbox with the opening for the gearshift shaft in the assembly stand upwards.

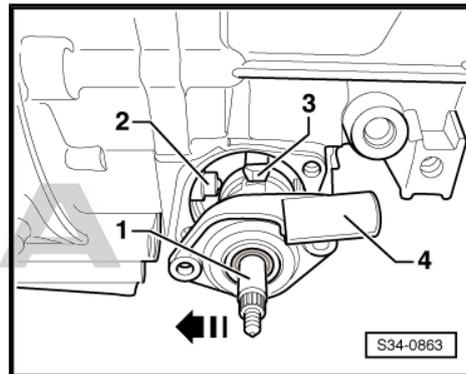


- Insert the gearshift shaft -1- into the bottom bearing -2- and into the gearshift forks -3-. The cap in the illustration is removed for purposes of clear presentation.





- Press the gearshift shaft -1- against the serrated sleeve -2- -direction of arrow- and guide with the shift finger -3- through the gearshift forks up to the stop downwards.
- The gearshift cover -4- must be positioned at the same time parallel to the screw-on surface at the gearbox housing.
- The gearshift shaft must slide easily into the selector movement (upwards and downwards).

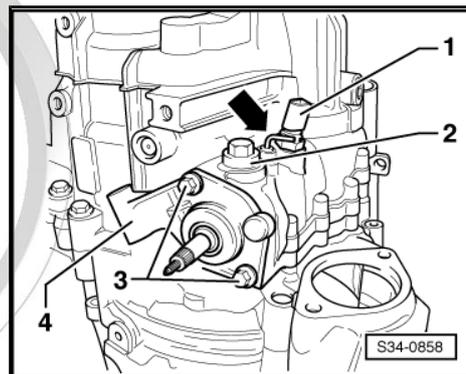


i Note

If the gearshift cover is positioned obliquely to the screw-on surface, the gearshift shaft is not inserted into the bottom bearing.

- Tighten screws -3- for the cover/gearshift shaft -4-.
- Screw in locking screw -2-, at the same time the locking angle -arrow- must be laid out.
- Install switch for reversing lights - F4- -1-.

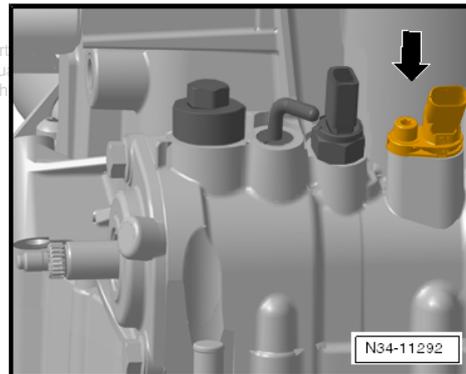
Gearbox with start-stop system



- Install transmission neutral sender - G701- -arrow-.

Continued for all gearboxes

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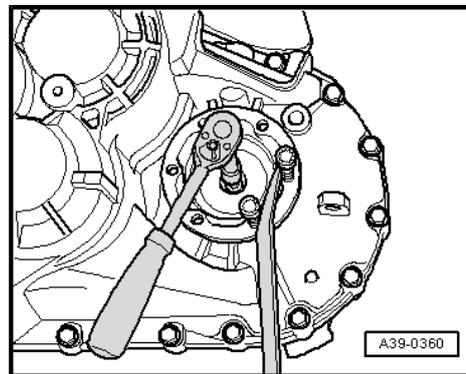


- Install left flange shaft with pressure spring, stop disc and conical ring.

Front-wheel-drive

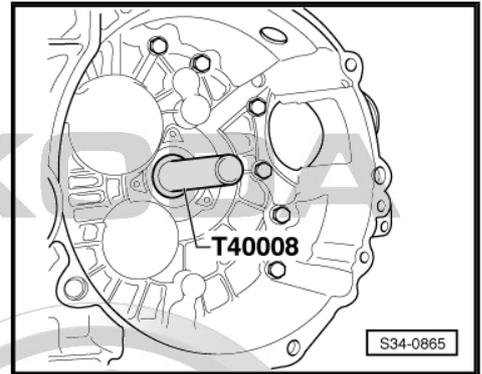
- Install right flange shaft with pressure spring, stop disc and conical ring.

Continued for all gearboxes



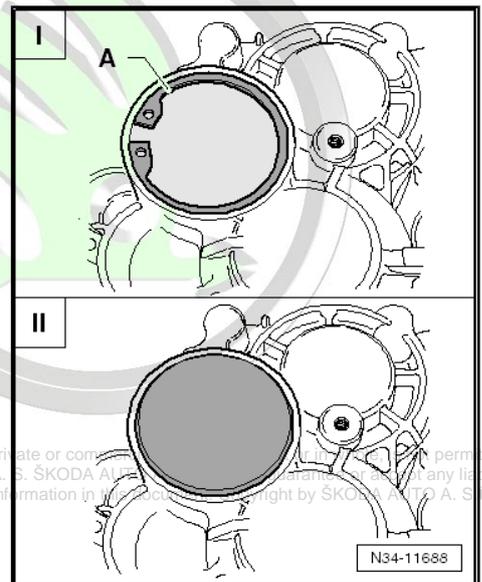
- Drive in the gasket ring for the drive shaft.
- Install slave cylinder with release bearing ⇒ [page 95](#) .
- Shift through all gears consecutively.
- Install the cap as follows:

The gearboxes produced during the period from 24/08/2011 to 30/08/2011 (⇒ [page 1](#)) and during the period from 07/09/2011 to 08/09/2011 (⇒ [page 1](#)) are equipped with a cap for drive shaft 02Q.301.211.A. In case of a repair, the cap for drive shaft 02Q.301.211.A needs to be replaced. Assignment ⇒ Electronic Catalogue of Original Parts .



Differentiation of the cap

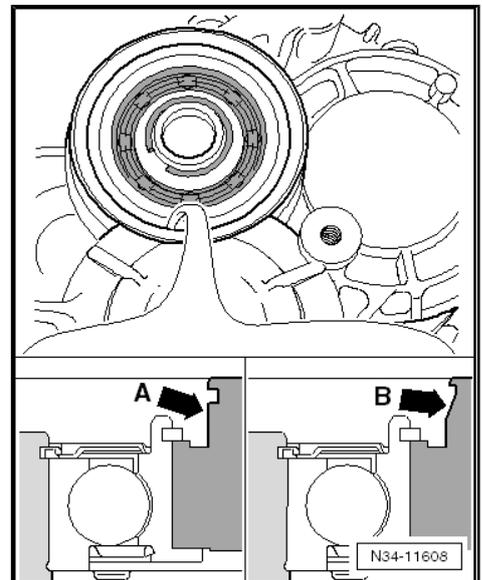
- I- = cap made of sheet metal, secured with circlip -A-
- II- = cap mad of plastic without circlip



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Assignment

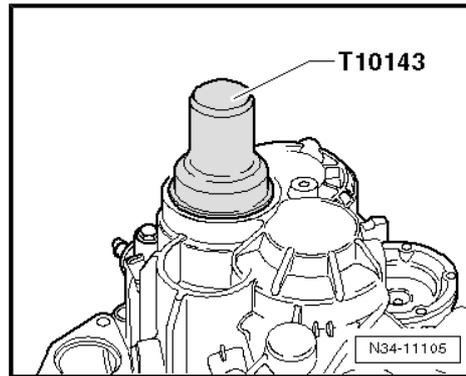
Mounting area for cap	Screw cap	drive in
-Arrow A- = vertical	made of sheet metal	⇒ page 290
-Arrow B- = at an angle	made of plastic	⇒ page 290



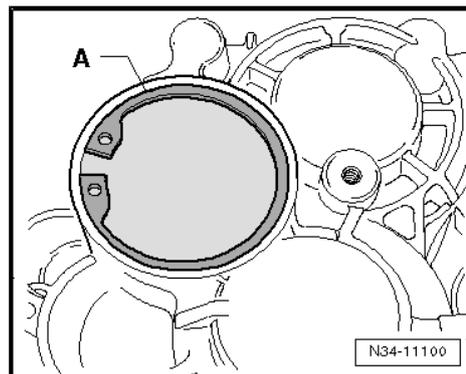


Sheet metal cap

- Drive the cap into the gearbox housing up to the stop.



- Secure cap with circlip -A-.



Plastic cap

- Drive the cap into the gearbox housing up to the stop.

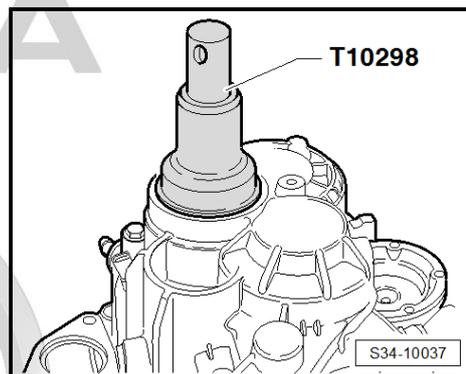
Continued for all versions

- Be sure to use the proper cap ⇒ [page 289](#).
- Improper installation may cause leakage.
- Assign caps ⇒ Electronic Catalogue of Original Parts .

Four-wheel drive

Install angle gearbox as follows at the manual gearbox:

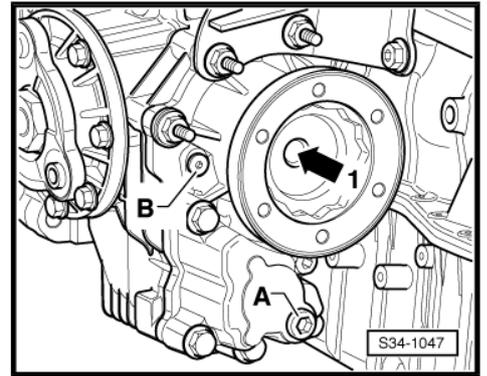
- On manual gearbox, lightly grease the rigid serration at differential gear with grease for the plug serration of the clutch disc - G 000 100- .
- Push angle gearbox fully onto the manual gearbox, while doing so slowly turn the flange shaft (carefully press angle gearbox onto gearbox up to stop).



Note

- ◆ *Do not pull angle gearbox with the fixing screws against the manual gearbox, otherwise the angle gearbox can tilt and the fixing eyes can break off.*
 - ◆ *Tighten gearbox/angle gearbox connecting screws crosswise (always replace screws ⇒ Electronic Catalogue of Original Parts).*
- Attach angle gearbox to gearbox and tighten connecting screws crosswise to tightening torque ⇒ [page 264](#) Pos. 17.

- Tighten the screw of the flange shaft -arrow 1- with socket insert - T10107A- to tightening torque ⇒ [page 264](#) Pos. 16.



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7 Repairing gearbox housing

Summary of components - Gearbox housing ⇒ [page 292](#) .

Repair gearbox housing ⇒ [page 294](#) .

7.1 Summary of components - Gearbox housing

1 - Gearbox housing

- when replaced: Adjust output shafts and differential ⇒ [page 376](#)
- Modifications in the area for the grooved ball bearing/drive shaft ⇒ [page 318](#)
- Assign components via the ⇒ Electronic catalogue of original parts

2 - Screw cap

- removing ⇒ [page 294](#)
- inserting ⇒ [page 294](#)

3 - Oil drain plug

- pay attention to different versions ⇒ [page 261](#)
- Internal serration screw, 45 Nm
- Allan screw, 30 Nm

4 - Sealing ring

- if present, always replace ⇒ Electronic Catalogue of Original Parts

5 - Oil filler plug

- pay attention to different versions ⇒ [page 261](#)
- Internal serration screw, 45 Nm
- Allan screw, 30 Nm

6 - Locking angle

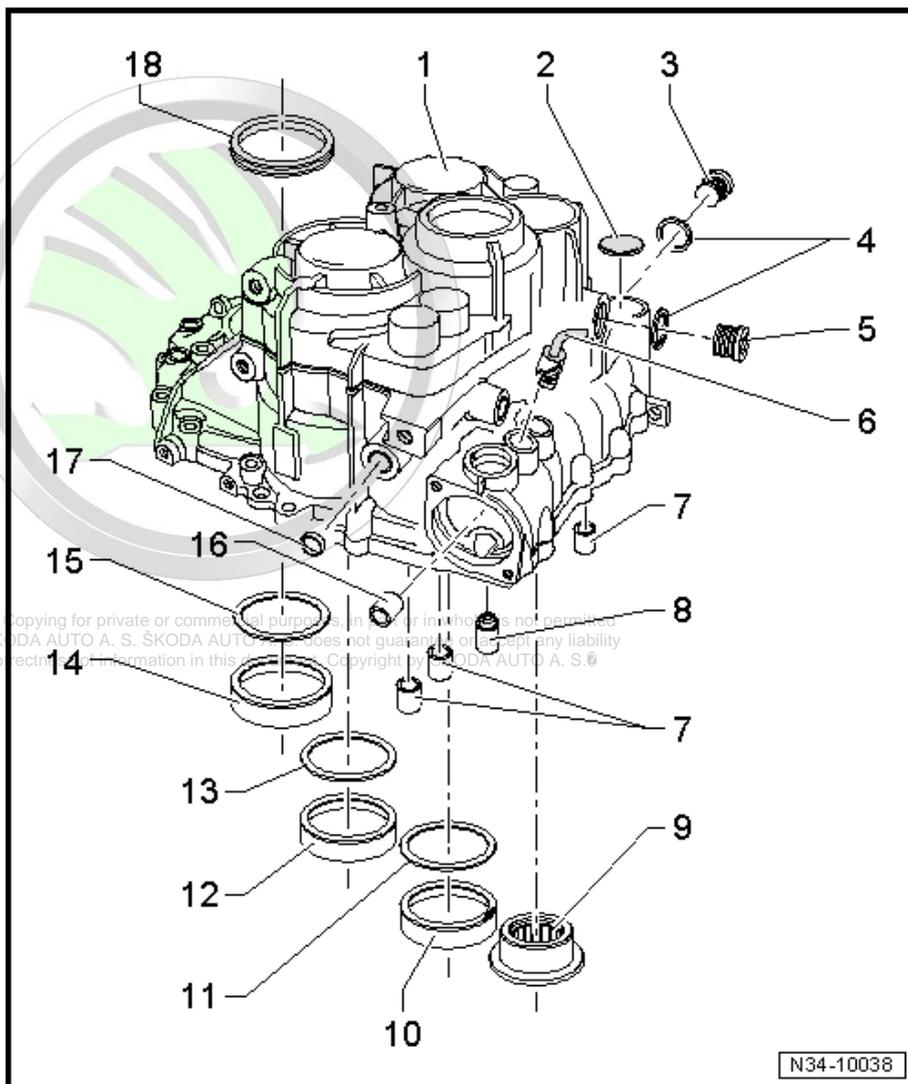
- for setting the gearshift mechanism ⇒ [page 178](#)
- can be replaced without disassembling gearbox
- removing ⇒ [page 294](#)
- Fitting position ⇒ [page 295](#)
- inserting ⇒ [page 295](#)

7 - Bushing

- for selector rods
- removing ⇒ [page 295](#)
- inserting ⇒ [page 295](#)

8 - Serrated sleeve

- press out with gearbox disassembled ⇒ [page 296](#)
- drive out without disassembling gearbox ⇒ [page 296](#)



- Difference between serrated sleeves ⇒ [page 296](#)
- Drive in serrated sleeve with shoulder ⇒ [page 296](#)
- Drive in serrated sleeve without shoulder ⇒ [page 296](#)

9 - Needle bushing

- for reverse shaft
- replace after each disassembly ⇒ electronic catalogue of original parts
- removing ⇒ [page 297](#)
- installing ⇒ [page 297](#)

10 - Outer ring/tapered-roller bearing

- for output shaft 5th/6th and reverse gear
- removing and installing ⇒ [page 346](#)
- when used: adjust output shaft 5th/6th gear and reverse gear ⇒ [page 352](#)

11 - Adjusting washer

- for output shaft 5th/6th and reverse gear
- Setting overview ⇒ [page 376](#)

12 - Outer ring/tapered-roller bearing

- for output shaft gears 1 through 4
- removing and installing ⇒ [page 325](#)
- when used: Setting output shaft gears 1 through 4 ⇒ [page 341](#)

13 - Adjusting washer

- for output shaft gears 1 through 4
- Setting overview ⇒ [page 376](#)

14 - Outer ring/tapered-roller bearing

- for differential gear
- removing and installing ⇒ [page 377](#)
- when used: Adjusting differential gear ⇒ [page 391](#)

15 - Adjusting washer

- for differential gear
- Setting overview ⇒ [page 376](#)

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16 - Bushing

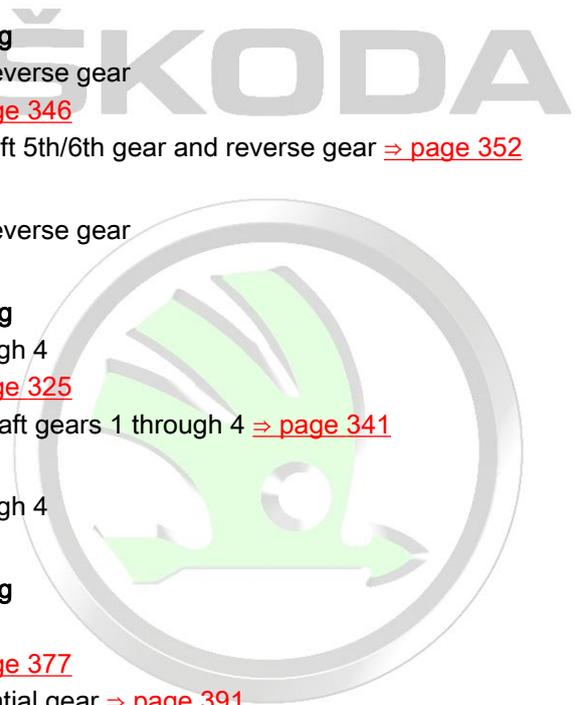
- for gearshift shaft
- removing ⇒ [page 297](#)
- inserting ⇒ [page 297](#)

17 - Plug

- drive out with drift
- inserting ⇒ [page 298](#)

18 - Sealing ring

- replace ⇒ [page 357](#)



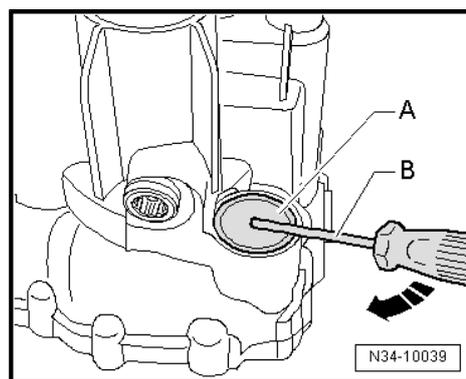
7.2 Repairing gearbox housing

Special tools and workshop equipment required

- ◆ Drive bushing - MP3-402 (VW 244B)-
- ◆ Pressure plate - MP3-406 (VW 401)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Multi-purpose tool - MP3-419 (VW 771)-
- ◆ Thrust piece - MP3-420 (3124)-
- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Guide piece - MP3-454 (VW 439)-
- ◆ Pipe section - MP3-4012 (VW 416B)-
- ◆ Gearbox mount - T30027 (VW 801)-
- ◆ Guide bolt - T30074 (10 - 15)-
- ◆ Mandrel - T30083 (3264)-
- ◆ Assembly device - T30100 (3290)-
- ◆ Drift - T10168-
- ◆ Drift - T10169- or Drift - T10362- ⇒ [page 296](#)
- ◆ Thrust piece - T10203-
- ◆ Interior extractor , e.g. -Kukko 21/2-
- ◆ Interior extractor , e.g. -Kukko 21/4-
- ◆ Countersupport e.g. -Kukko 22/2 -

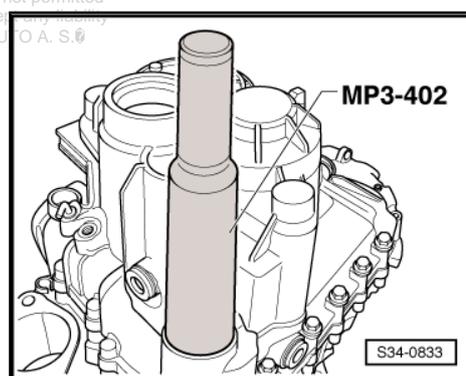
Removing cap -A-

- Push the rubber through the middle of the cap using a screwdriver -B- and lever out the cap -direction of arrow-.



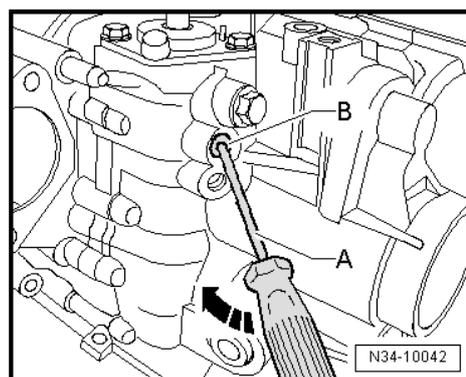
Drive in cap up to the stop

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Removing locking angle for gearshift shaft

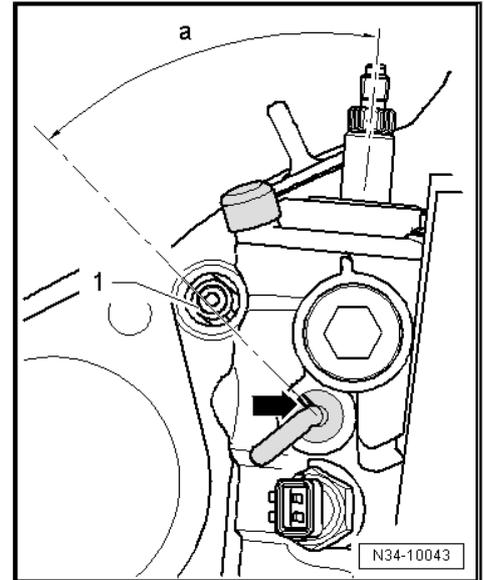
- Remove angle in the released position.
- Insert a screwdriver -A- in the hole of the locking angle -B-.
- Lever out inner part of locking angle in the direction of the arrow-.



Fitting position of locking angle

- The marking on the locking angle -arrow- must point to the connection of the slave cylinder -1-.

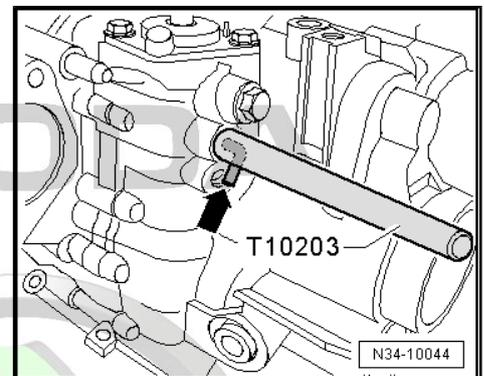
The dimension -a- must be approx. 45°.



Drive in locking angle -arrow- for gearshift shaft up to the stop of the tool



Locking angle must be released during drive-in procedure.



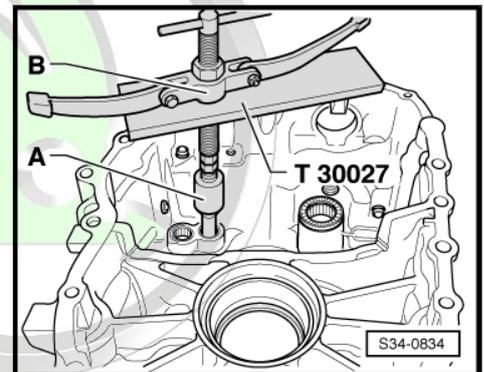
Remove bushing for gear shift rod

A - Interior extractor 14.5...18.5 mm , e.g. -Kukko 21/2 -

B - Countersupport , e.g. -Kukko 22/2-

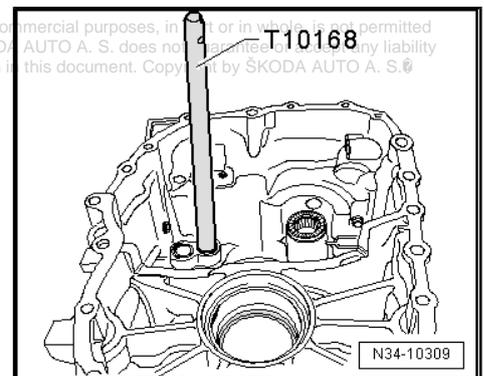


*After removing the bushing check for damage, if necessary re-
place.*



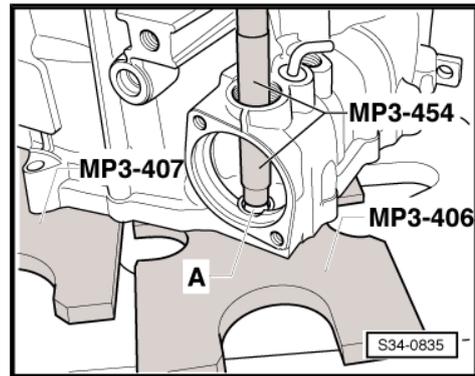
Drive in the bushing for the shift rod up to the stop of the tool

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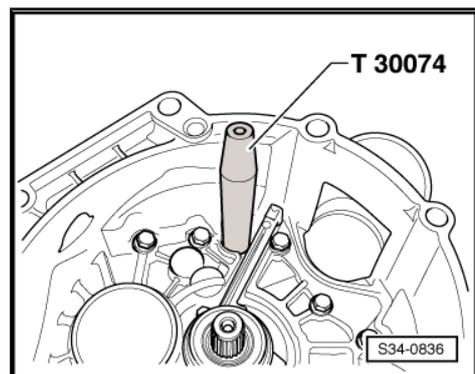
Press serrated sleeve -A- out of gearbox housing

- Position the gearbox housing on the pressure plates - MP3-406- and -MP3-407- in such a way that the dowel sleeves in the gearbox housing are not damaged.



Drive out serrated sleeve without disassembling gearbox with guide bolts - T30074-

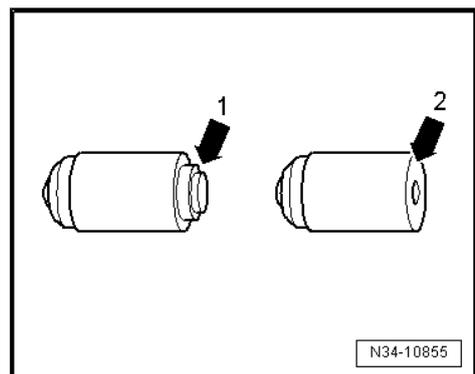
- First remove locking screw and gearshift shaft.
- Turn the gearbox in such a way that the serrated sleeve does not fall into the gearbox.



Difference between serrated sleeves

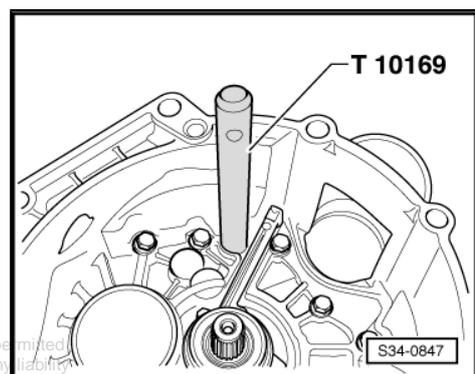
A serrated sleeve can be fitted with shoulder -arrow 1- => [page 296](#) and without shoulder -arrow 2- => [page 296](#) .

Assign components via the => Electronic catalogue of original parts .



Drive in serrated sleeve up to the stop of the tool

- A - Drive in serrated sleeve with shoulder, drift - T10169- .
- B - Drive in serrated sleeve without shoulder, drift - T10362- .
- Gearbox housing screwed to clutch housing.



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Pull needle bushing for reverse shaft out of the gearbox housing

A - Interior extractor 23.5...30 mm , e.g. -Kukko 21/4-

B - Countersupport , e.g. -Kukko 22/2-



Note

The needle bushing is damaged when removed and must be re-placed.

Pressing in needle bushing -A- in the gearbox housing

- During press-in procedure, position the thrust washer -A- of the reverse shaft onto the needle bushing.
- Support the gearbox housing with a pipe section - MP3-4012- directly below the bearing support.

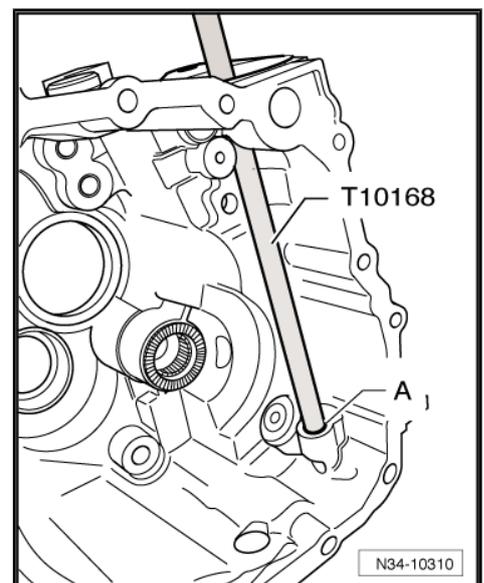
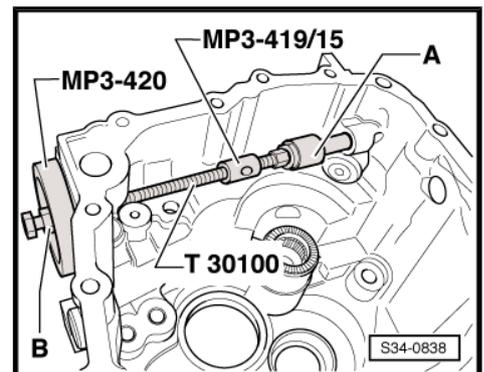
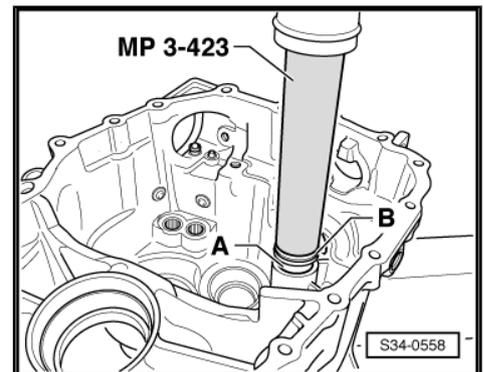
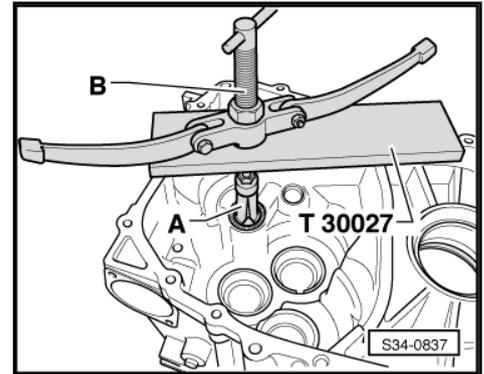
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Remove bushing for gearshift shaft

- Hold spindle of assembly device - T30100- and turn nut -B-.

A - Interior extractor 14.5...18.5 mm , e.g. -Kukko 21/2-

Drive in the bushing -A- for the gearshift shaft up to the stop of the tool

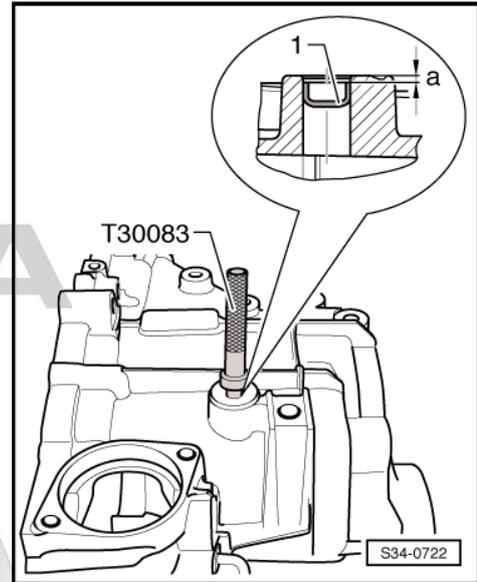




Driving in plug

- Drive in plug -1- with the mandrel - T30083- to the dimension -a- = approx. 3 mm below the upper edge of the housing.

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8 Repairing clutch housing

Summary of components - vehicles with front-wheel drive
⇒ [page 299](#) .

Summary of components - vehicles with four-wheel drive
⇒ [page 301](#) .

Repair clutch housing ⇒ [page 302](#) .

8.1 Summary of components - vehicles with front-wheel drive

1 - Bushing

- for selector rods
- removing ⇒ [page 302](#)
- inserting ⇒ [page 303](#)

2 - Shaft for reverse gear shift fork

- Shaft cannot be removed with workshop tools
- Press shaft into the clutch housing
⇒ [page 304](#)
- Vehicles as of 06.09: in gearboxes where the reverse gear shift fork is placed onto the 5th/6th gear shift rod, the shaft is omitted

3 - Needle sleeve

- for reverse shaft
- replace after each disassembly ⇒ electronic catalogue of original parts
- removing ⇒ [page 303](#)
- installing ⇒ [page 303](#)

4 - Fitting sleeve

- 2 pieces

5 - Clutch housing

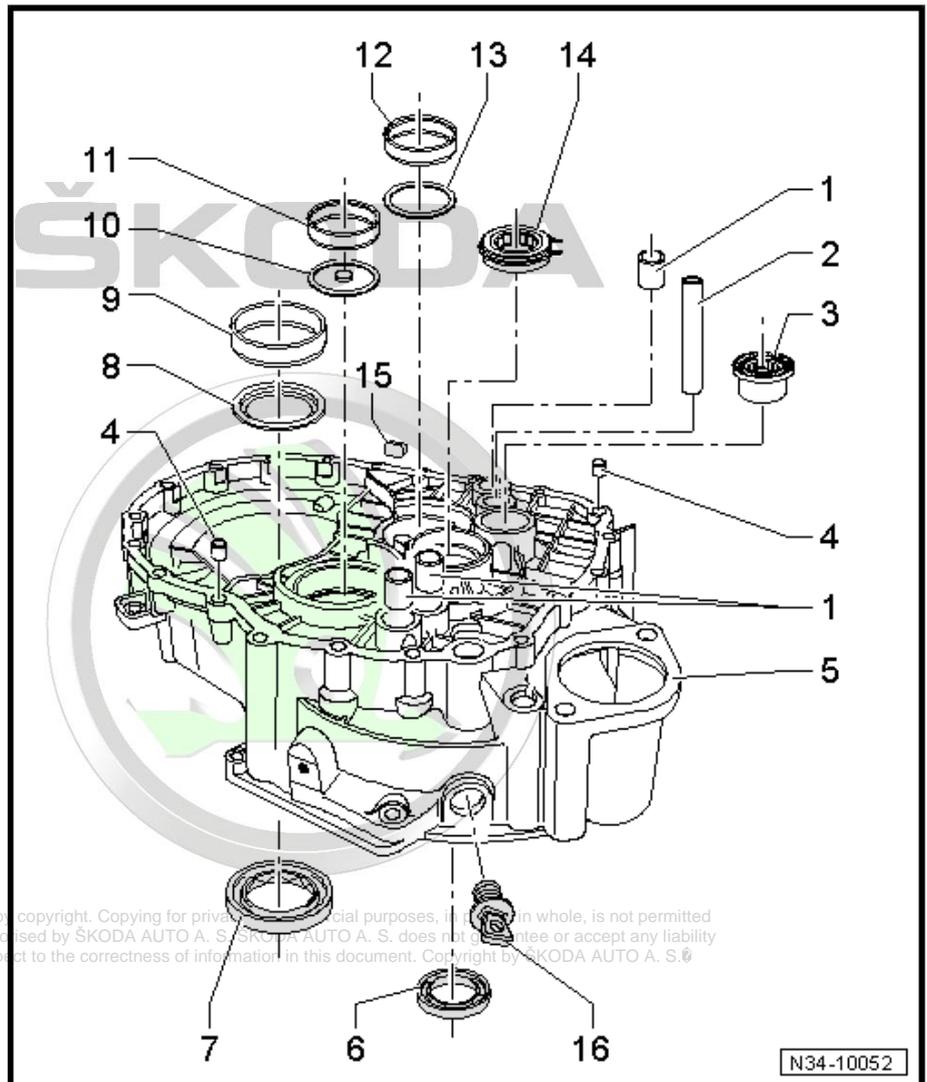
- when used: Adjust output shafts and differential ⇒ [page 376](#)
- Vehicles as of 06.09: in gearboxes where the reverse gear shift fork is placed onto the 5th/6th gear shift rod, the shaft for the reverse gear shift fork is omitted
- assign according to the ⇒ Electronic catalogue of original parts .

6 - Gasket ring for drive shaft

- removing ⇒ [page 303](#)
- inserting ⇒ [page 304](#)

7 - Sealing ring

- for rigid shaft, gearbox up to production date 10/04
- for flange shaft, gearbox as of production date 11/04
- replace ⇒ [page 357](#)



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8 - Washer

- for differential gear
- Fitting position: the shoulder on the inside diameter points towards the gasket ring Pos. 7

9 - Outer ring/tapered-roller bearing

- for the differential gear
- removing and installing ⇒ [page 377](#)
- when used: Adjusting differential gear ⇒ [page 391](#)

10 - Oil deflecting washer

- Fitting position: the shoulder on the hole points to the output shaft

11 - Outer ring/tapered-roller bearing

- for output shaft gears 1 through 4
- removing and installing ⇒ [page 325](#)
- when used: Setting output shaft gears 1 through 4 ⇒ [page 341](#)

12 - Outer ring/tapered-roller bearing

- for output shaft 5th/6th and reverse gear
- removing and installing ⇒ [page 346](#)
- when used: adjust output shaft 5th/6th gear and reverse gear ⇒ [page 352](#)

13 - Washer

- for output shaft 5th/6th and reverse gear
- always 0.65 mm thick

14 - Cylindrical-roller bearing

- for drive shaft
- removing and installing ⇒ [page 318](#)

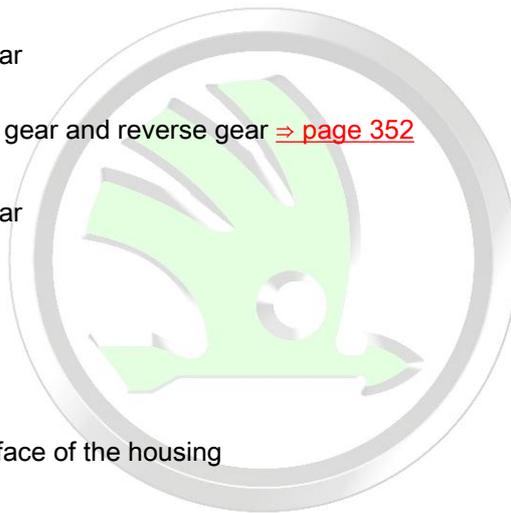
15 - Magnet

- is held in position by the separator surface of the housing

16 - Cap

- not fitted to all clutch housings

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8.2 Summary of components - vehicles with four-wheel drive

1 - Bushing

- for selector rods
- removing ⇒ [page 302](#)
- inserting ⇒ [page 303](#)

2 - Shaft for reverse gear shift fork

- Shaft cannot be removed with workshop tools
- when using a new clutch housing a new axle must be pressed in ⇒ [page 304](#)
- Vehicles as of 06.09: in gearboxes where the reverse gear shift fork is placed onto the 5th/6th gear shift rod, the shaft is omitted

3 - Needle sleeve

- for reverse shaft
- replace after each disassembly ⇒ electronic catalogue of original parts
- removing ⇒ [page 303](#)
- installing ⇒ [page 303](#)

4 - Fitting sleeve

- 2 pieces

5 - Clutch housing

- when used: Adjust output shafts and differential ⇒ [page 376](#)
- Vehicles as of 06.09: in gearboxes where the reverse gear shift fork is placed onto the 5th/6th gear shift rod, the shaft for the reverse gear shift fork is omitted
- assign according to the ⇒ Electronic catalogue of original parts .

6 - Gasket ring for drive shaft

- removing ⇒ [page 303](#)
- inserting ⇒ [page 304](#)

7 - Sealing ring

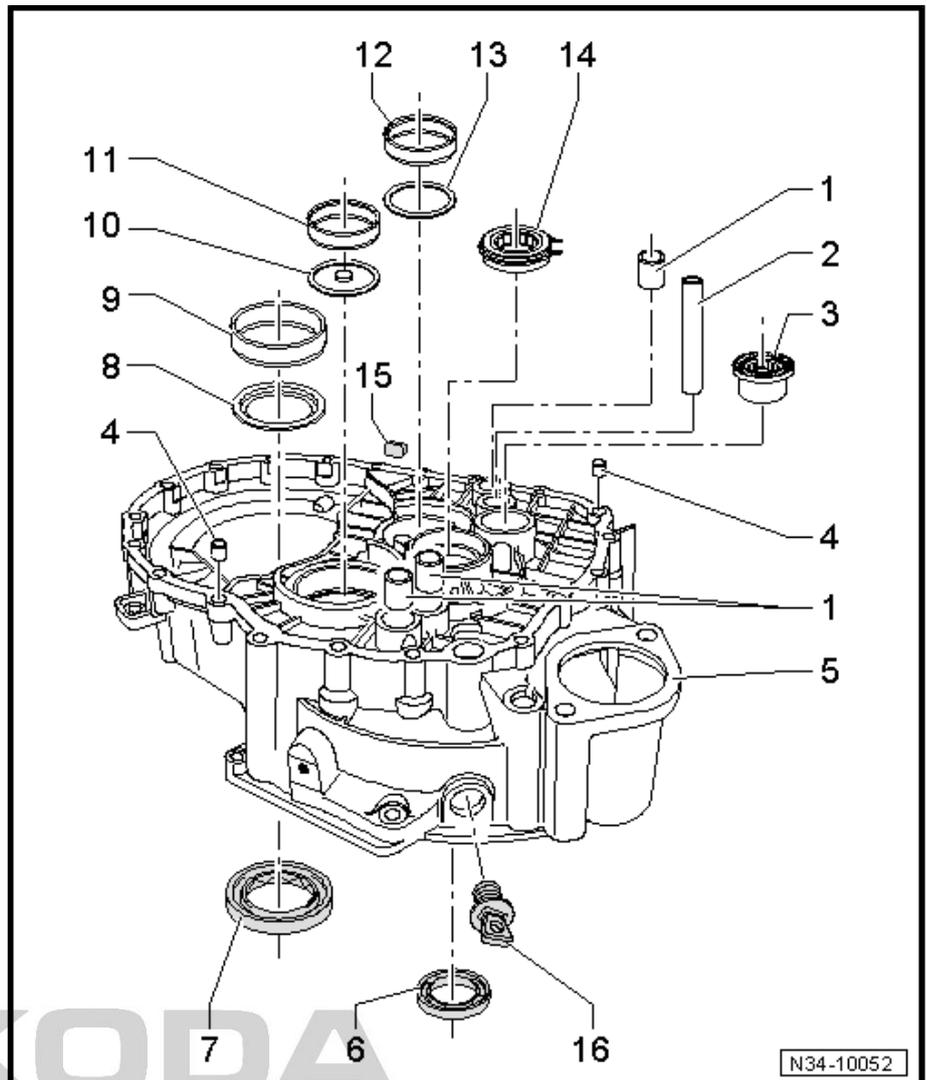
- between manual gearbox and angle gearbox
- replace with installed gearbox ⇒ [page 362](#)
- pull out using ejection lever - MP3-418- or extraction hook - T20143-
- on disassembled gearbox it can be driven in with pressure plate - T40007- up to the stop

8 - Washer

- for differential gear
- Fitting position: the shoulder on the inside diameter points towards the gasket ring Pos. 7

9 - Outer ring/tapered-roller bearing

- for the differential gear
- removing and installing ⇒ [page 377](#)





- when used: Adjusting differential gear ⇒ [page 391](#)

10 - Oil deflecting washer

- Fitting position: the shoulder on the hole points to the output shaft

11 - Outer ring/tapered-roller bearing

- for output shaft gears 1 through 4
- removing and installing ⇒ [page 325](#)
- when used: Setting output shaft gears 1 through 4 ⇒ [page 341](#)

12 - Outer ring/tapered-roller bearing

- for output shaft 5th/6th and reverse gear
- removing and installing ⇒ [page 346](#)
- when used: adjust output shaft 5th/6th gear and reverse gear ⇒ [page 352](#)

13 - Washer

- for output shaft 5th/6th and reverse gear
- always 0.65 mm thick

14 - Cylindrical-roller bearing

- for drive shaft
- removing and installing ⇒ [page 318](#)

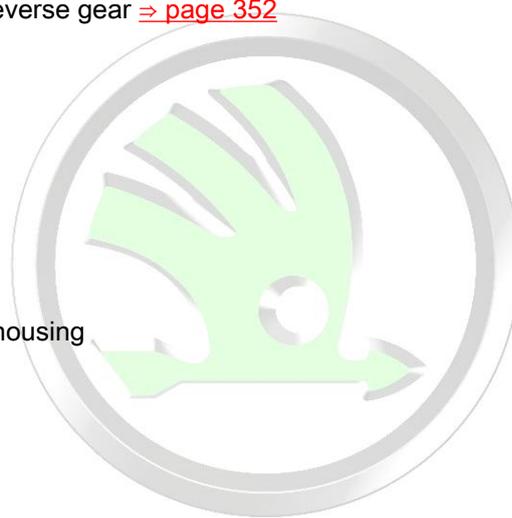
15 - Magnet

- is held in position by the separator surface of the housing

16 - Cap

- not fitted to all clutch housings

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8.3 Repairing clutch housing

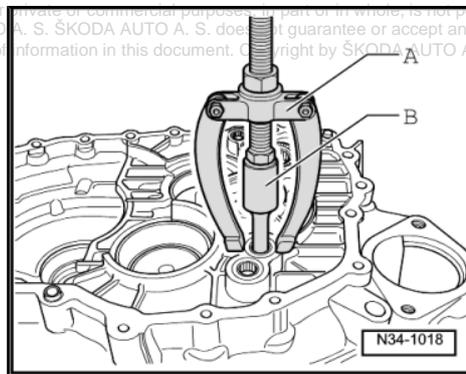
Special tools and workshop equipment required

- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Drift - T10168-
- ◆ Thrust piece - T40008-
- ◆ Interior extractor , e.g. -Kukko 21/2-
- ◆ Interior extractor , e.g. -Kukko 21/4-
- ◆ Countersupport , e.g. -Kukko 22/1-
- ◆ Countersupport , e.g. -Kukko 22/2-

Remove bushing for gear shift rod

A - Countersupport , e.g. -Kukko 22/1-

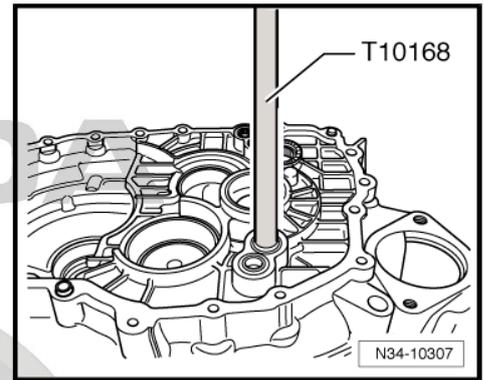
B - Interior extractor 14.5...18.5 mm , e.g. -Kukko 21/2-



Note

After removing the bushing check for damage, if necessary replace.

Drive in the bushing for the shift rod up to the stop of the tool



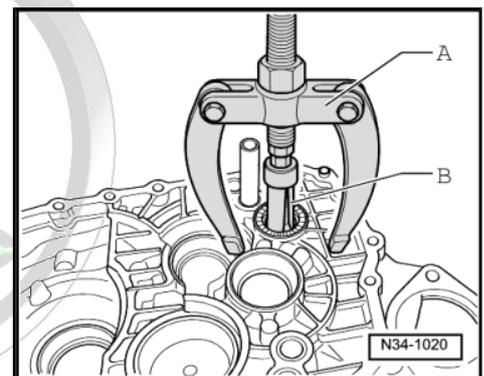
Removing needle bushing from clutch housing

A - Countersupport , e.g. -Kukko 22/2-

B - Interior extractor 23.5...30 mm , e.g. -Kukko 21/4-

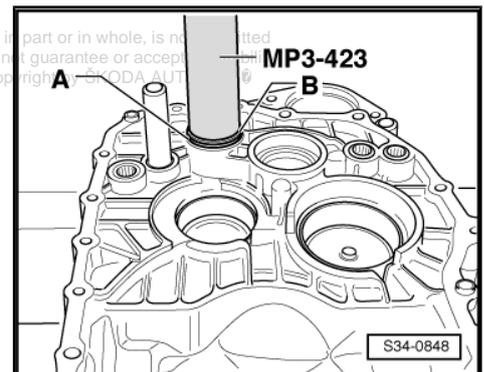
Note

The needle bushing is damaged when removed and must be replaced.



Pressing in needle bushing -A- in the clutch housing

- During press-in procedure, position the thrust washer -B- of the reverse shaft onto the needle bushing -A-.

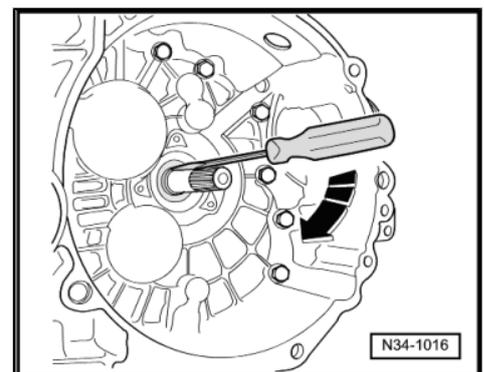


Removing gasket ring for drive shaft

- Carefully lever out gasket ring with a screwdriver.

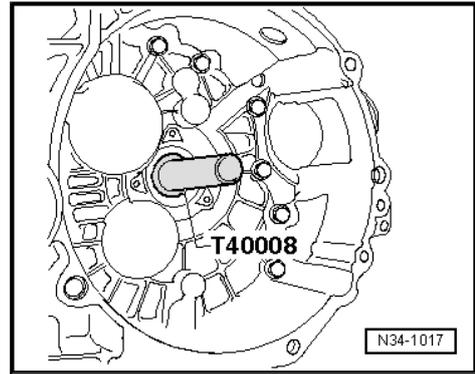
Note

- ◆ Do not damage contact surface for shaft seal on the drive shaft.
- ◆ The gasket ring can also be removed with the extraction hook - T20143/1- .

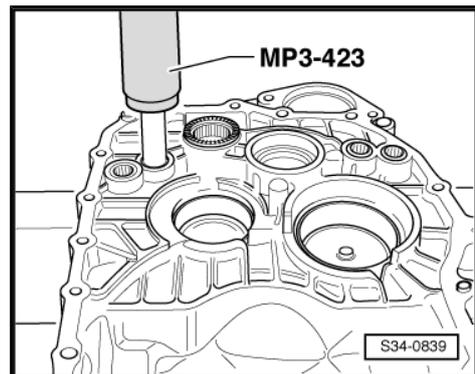




Insert the gasket ring for the drive shaft until flush



Press shaft for reverse gear shift fork into the clutch housing



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9 Repairing gearshift unit

Repair gearshift unit (Octavia II and Octavia III) ⇒ [page 305](#) .

Gearshift unit up to 05/2009 (Superb II) ⇒ [page 307](#) .

Gearshift unit as of 06/2009 (Superb II) ⇒ [page 309](#) .

Gearshift unit (Yeti) ⇒ [page 310](#) .

9.1 Repair gearshift unit (Octavia II and Octavia III)

Special tools and workshop equipment required

- ◆ Pipe section - MP3-479 (VW 423)-
- ◆ Extraction hook - T20143/1-



Note

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

1 - 23 Nm

- self-locking
- always replace ⇒ Electronic Catalogue of Original Parts

2 - Gearshift lever

- insert in such a way that the interrupted spacing of the teeth matches the gearshift shaft
- may be replaced with the gearshift mechanism mounted
- Fitting position ⇒ [page 138](#)
- after installing set shift mechanism ⇒ [page 178](#)

3 - Sliding shoe

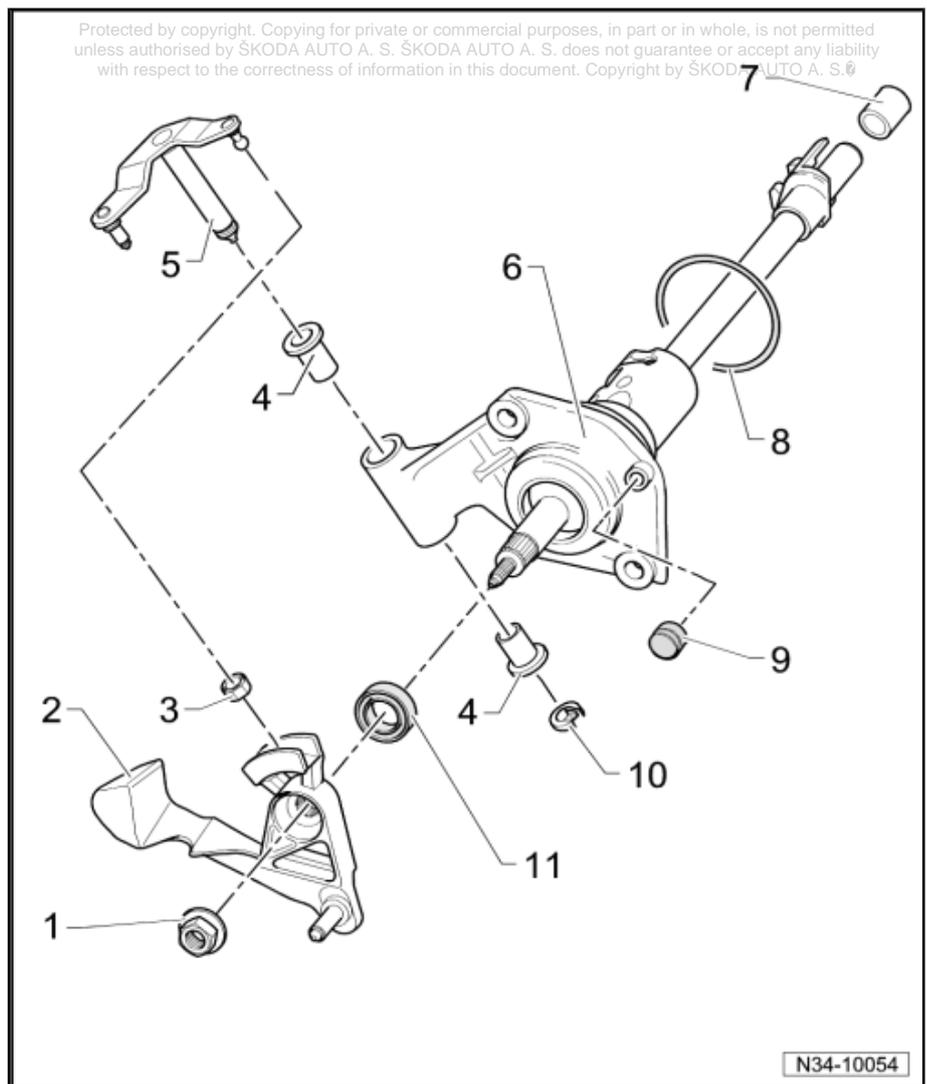
- clip into relay lever Pos. 5

4 - Bushing

- is not required, if the relay lever is made of plastic

5 - Reversing lever

- out of plastic or metal
- The metal relay lever is located in the bushings pos. 4 and secured with a lock washer pos. 10
- as of 03/07 plastic relay lever ⇒ [page 153](#)
- Fitting position ⇒ [page 138](#)
- after installing set shift mechanism ⇒ [page 178](#)



6 - Gearshift shaft

- with cover
- Difference between the gearshift shafts in the area of the bottom shift finger -arrow- ⇒ [page 306](#)
- Assignment ⇒ Electronic Catalogue of Original Parts
- can be installed or removed on installed gearbox

7 - Bushing

- for gearshift shaft
- removing and installing ⇒ [page 292](#)

8 - O-ring

- insert into the round slot of the gearshift cover
- insert with gear oil
- always replace ⇒ Electronic Catalogue of Original Parts

9 - Cap

- for gearbox bleeder

10 - Lock washer

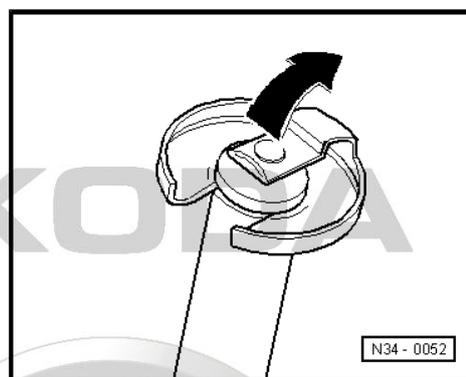
- for bell crank lever
- removing ⇒ [page 306](#)
- is not required, if the relay lever is made of plastic

11 - Sealing ring

- remove with screwdriver or with extraction hook - T20143/1- ⇒ [page 307](#)
- installing ⇒ [page 307](#)

Remove lock washer for bell crank lever

- Lift retaining clip in the -direction of the arrow-.



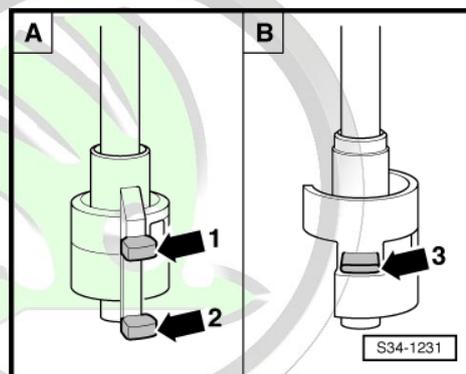
Distinction of gearshift shafts

A - previous gearshift shaft (up to 05/2009) with 2 shift fingers -arrow 1- and -arrow 2- in the lower area of the gearshift shaft

- This gearshift shaft is fitted on gearboxes where the reverse gear shift fork is installed on the shaft for reverse gear shift fork in the clutch housing.

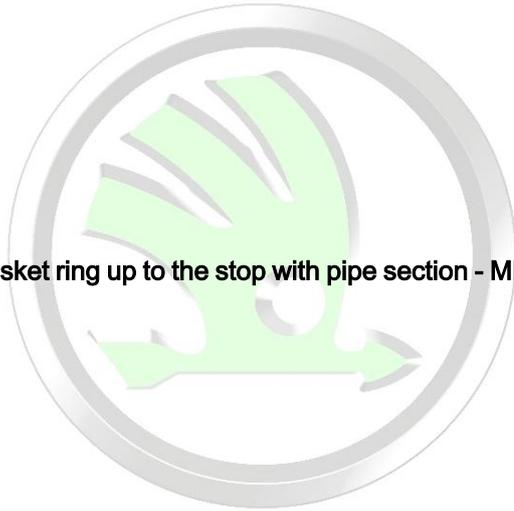
B - modified gearshift shaft (as of 06/2009) with 1 shift finger -arrow 3- in the lower area of the gearshift shaft

- Fit this gearshift shaft on gearboxes where the reverse gear shift fork is positioned on the 5th/6th gear shift rod.

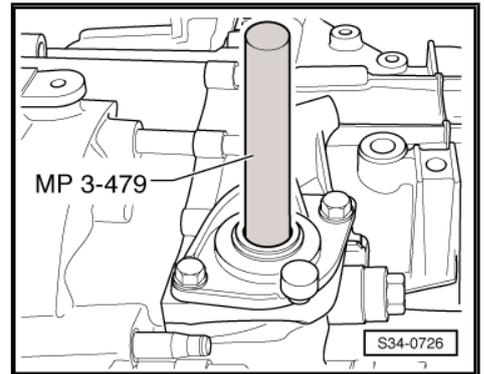
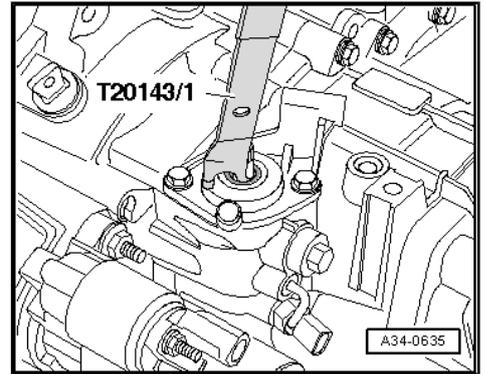


Remove gasket ring with ejection hook - T20143/1-

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Insert gasket ring up to the stop with pipe section - MP3-479 (VW 423)-



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9.2 Gearshift unit up to 05/2009 (Superb II)

Special tools and workshop equipment required

- ◆ Pipe section - MP3-479 (VW 423)-
- ◆ Ejection lever - T20143/1-

 Note

Coat bearings and friction surfaces with grease - G 000 450 02-.

1 - Bushing

- for gearshift shaft
- removing and installing
⇒ [page 292](#)

2 - Gearshift shaft

- with cover
- Difference between the gearshift shafts in the area of the bottom shift finger -arrow-
⇒ [page 308](#)
- Assignment ⇒ Electronic Catalogue of Original Parts
- can be installed or removed on installed gearbox

3 - O-ring

- insert into the round slot of the gearshift cover
- when installing moisten with gearbox oil
- always replace ⇒ Electronic Catalogue of Original Parts

4 - Cap

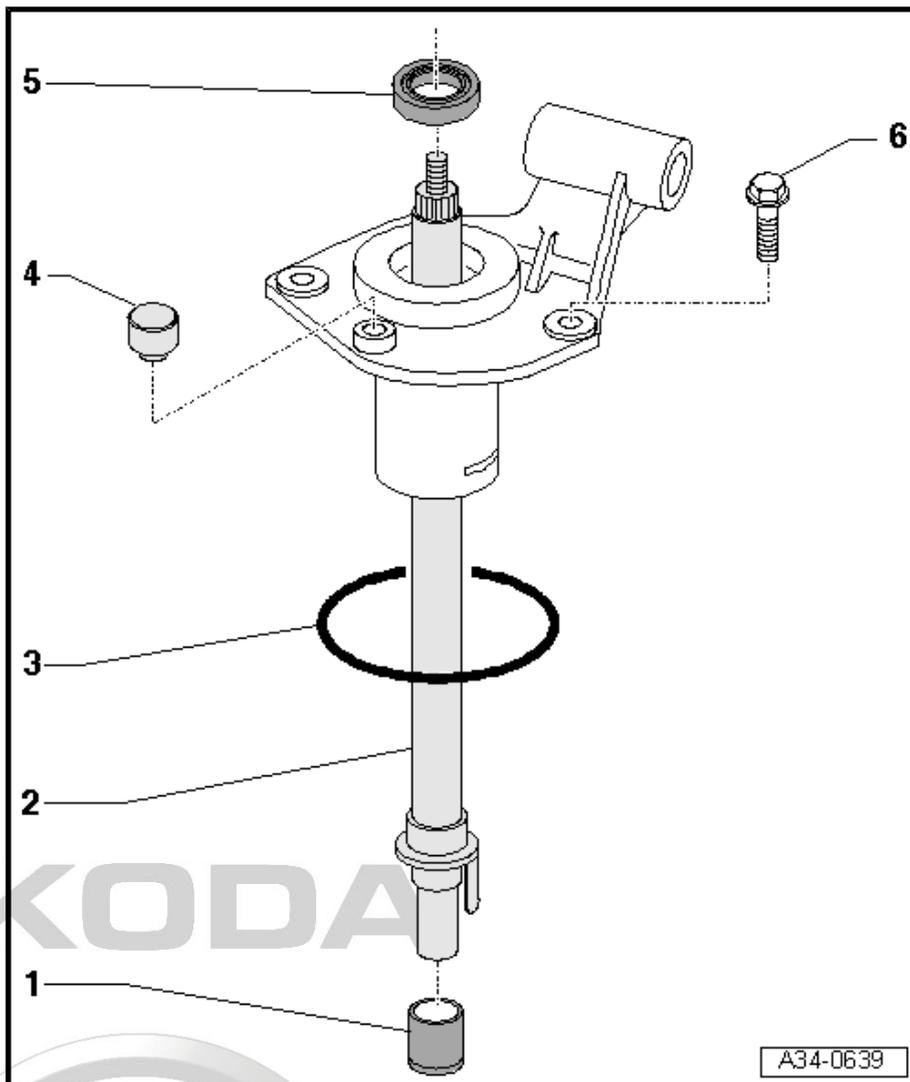
- for gearbox bleeder

5 - Sealing ring

- lever out with screwdriver or with ejection lever - T20143/1-
⇒ [page 309](#)
- installing ⇒ [page 309](#)

6 - 20 Nm

- 2 pieces
- always replace ⇒ Electronic Catalogue of Original Parts



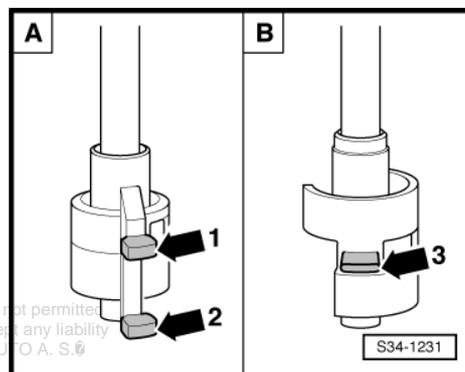
Difference between the gearshift shafts

A - previous gearshift shaft (up to 05/2009) with 2 shift fingers -arrow 1- and -arrow 2- in the lower area of the gearshift shaft

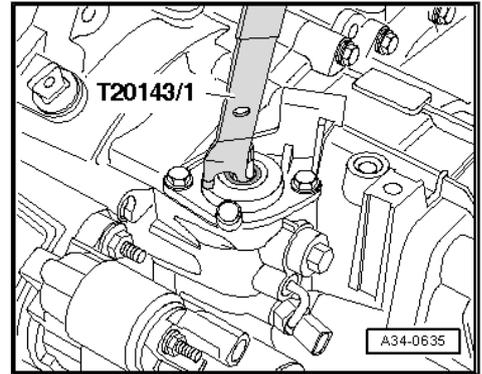
- Install this gearshift shaft on gearboxes where the reverse gear shift fork is attached to the shaft for reverse gear shift fork in the clutch housing.

B - modified gearshift shaft (as of 06/2009) with 1 shift finger -arrow 3- in the lower area of the gearshift shaft

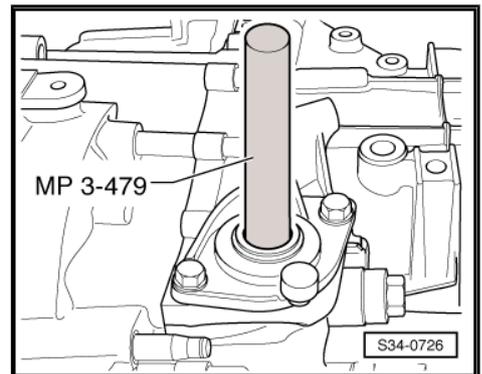
- This gearshift shaft is fitted on gearboxes where the reverse gear shift fork is installed on the 5th and 6th gear shift rod.



Remove gasket ring with ejection lever - T20143/1- .



Insert gasket ring up to the stop with pipe section - MP3-479 (VW 423)-



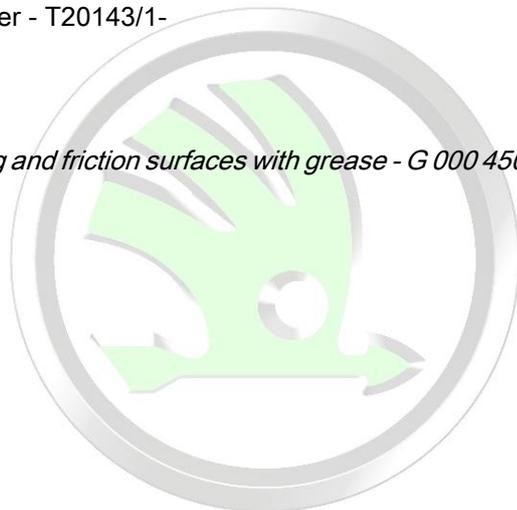
9.3 Gearshift unit as of 06/2009 (Superb II)

Special tools and workshop equipment required

- ◆ Pipe section - MP3-479 (VW 423)-
- ◆ Ejection lever - T20143/1-

 Note

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



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1 - Bushing

- for gearshift shaft
- removing and installing
⇒ [page 292](#)

2 - Gearshift shaft

- with cover
- Difference between the gearshift shafts in the area of the bottom shift finger -arrow-
⇒ [page 308](#)
- Assignment ⇒ Electronic Catalogue of Original Parts
- can be installed or removed on installed gearbox

3 - O-ring

- insert into the round slot of the gearshift cover
- insert with gear oil
- always replace ⇒ Electronic Catalogue of Original Parts

4 - Cap

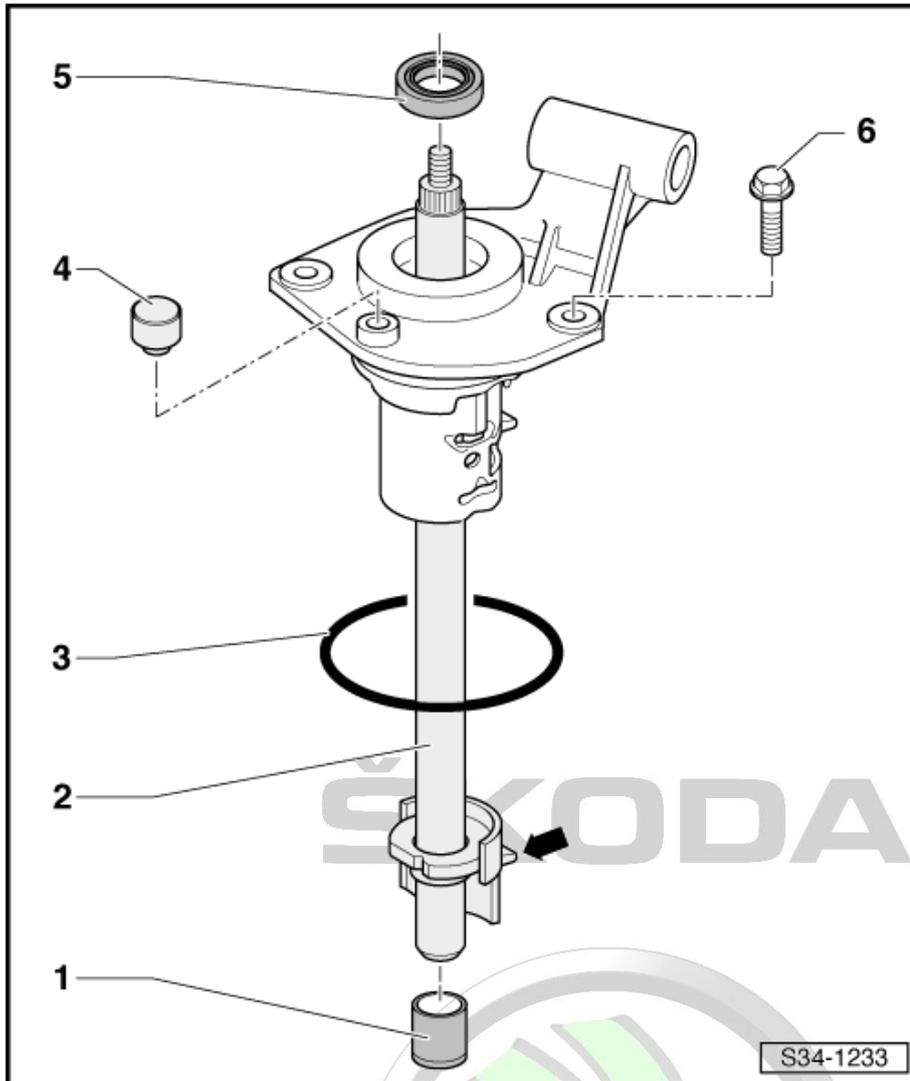
- for gearbox bleeder

5 - Sealing ring

- lever out with screwdriver or with ejection lever - T20143/1-
⇒ [page 309](#)
- installing ⇒ [page 309](#)

6 - 20 Nm

- 2 pieces
- always replace ⇒ Electronic Catalogue of Original Parts



9.4 Gearshift unit (Yeti)

Special tools and workshop equipment required

- ◆ Pipe section - MP3-479 (VW 423)-
- ◆ Ejection lever - T20143/1-



Note

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

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1 - Bushing

- for gearshift shaft
- removing and installing
⇒ [page 292](#)

2 - Gearshift shaft

- with cover
- Difference between the gearshift shafts in the area of the bottom shift finger -arrow-
- Assignment ⇒ Electronic Catalogue of Original Parts
- can be installed or removed on installed gearbox

3 - O-ring

- insert into the round slot of the gearshift cover
- insert with gear oil
- always replace ⇒ Electronic Catalogue of Original Parts

4 - Cap

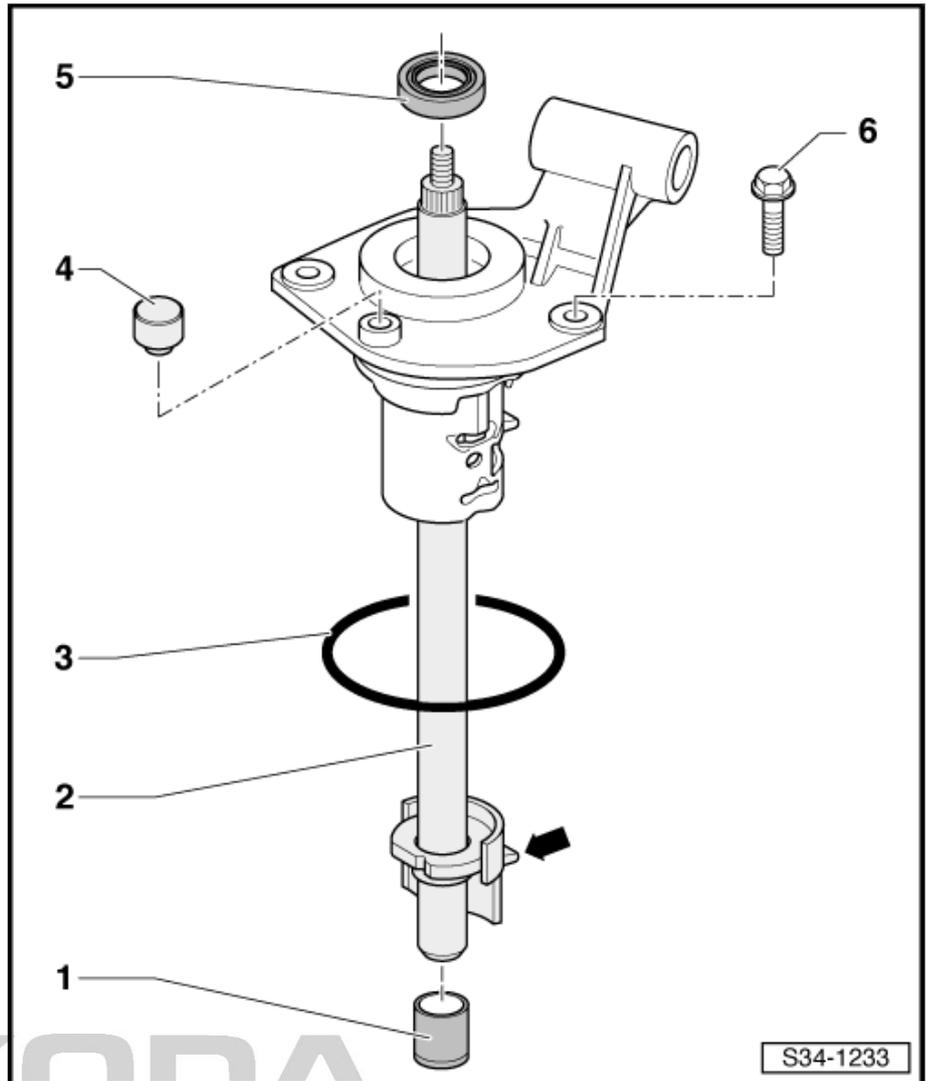
- for gearbox bleeder

5 - Sealing ring

- lever out with screwdriver or with ejection lever - T20143/1-
⇒ [page 312](#)
- installing ⇒ [page 312](#)

6 - 20 Nm

- 2 pieces
- always replace ⇒ Electronic Catalogue of Original Parts



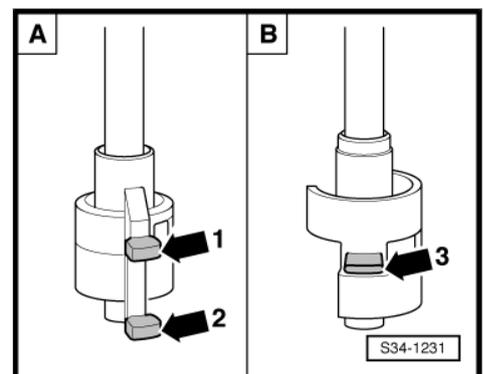
Difference between the gearshift shafts

A - previous gearshift shaft (up to 05/2009) with 2 shift fingers -arrow 1- and -arrow 2- in the lower area of the gearshift shaft

- Install this gearshift shaft on gearboxes where the reverse gear shift fork is attached to the shaft for reverse gear shift fork in the clutch housing.

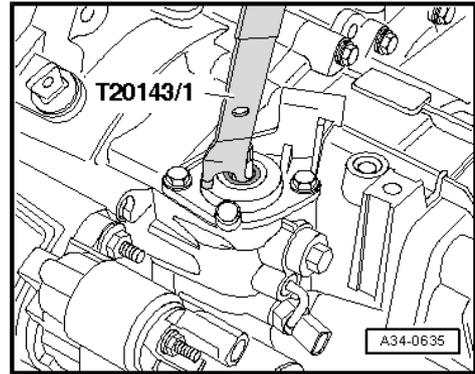
B - modified gearshift shaft (as of 06/2009) with 1 shift finger -arrow 3- in the lower area of the gearshift shaft

- Fit this gearshift shaft on gearboxes where the reverse gear shift fork is positioned on the 5th/6th gear shift rod.

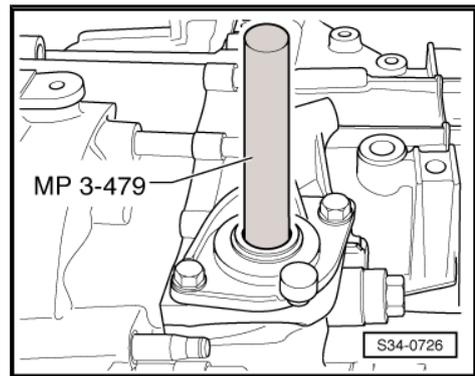




Remove gasket ring with ejection hook - T20143/1-



Insert gasket ring up to the stop with pipe section - MP3-479 (VW 423)-



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10 Disassembling and assembling the gearshift forks

Disassembling and assembling gearshift forks up to 05/2009 (Octavia II) ⇒ [page 313](#)

Disassemble and assemble gearshift forks up to 05/2009 (Superb II and Yeti) ⇒ [page 315](#) .

Disassemble and assemble the gearshift forks as of 06.2009 ⇒ [page 317](#) .

10.1 Disassembling and assembling gearshift forks up to 05/2009 (Octavia II)

Special tools and workshop equipment required

- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Thrust piece - MP3-453 (VW 431)-
- ◆ Distance sleeve - MP3-458 (VW 472)-
- ◆ Pressure spindle - MP6-405 (VW 411)-
- ◆ Interior extractor , e.g. -Kukko 21/3-
- ◆ Countersupport e.g. -Kukko 22/1-



Note

- ◆ *The reverse gear shift fork Pos. 5 is positioned on the shaft for reverse gear shift fork in the clutch housing.*
- ◆ *Fitting position of gearshift forks and gear shift rods in the gearbox ⇒ [page 314](#) .*

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1 - Rubber insulation

- can be pulled out of the gear shift rod and inserted by hand

2 - Gear shift rod with shift fork for 1st and 2nd gear

3 - Gear shift rod with shift fork for 3rd and 4th gear

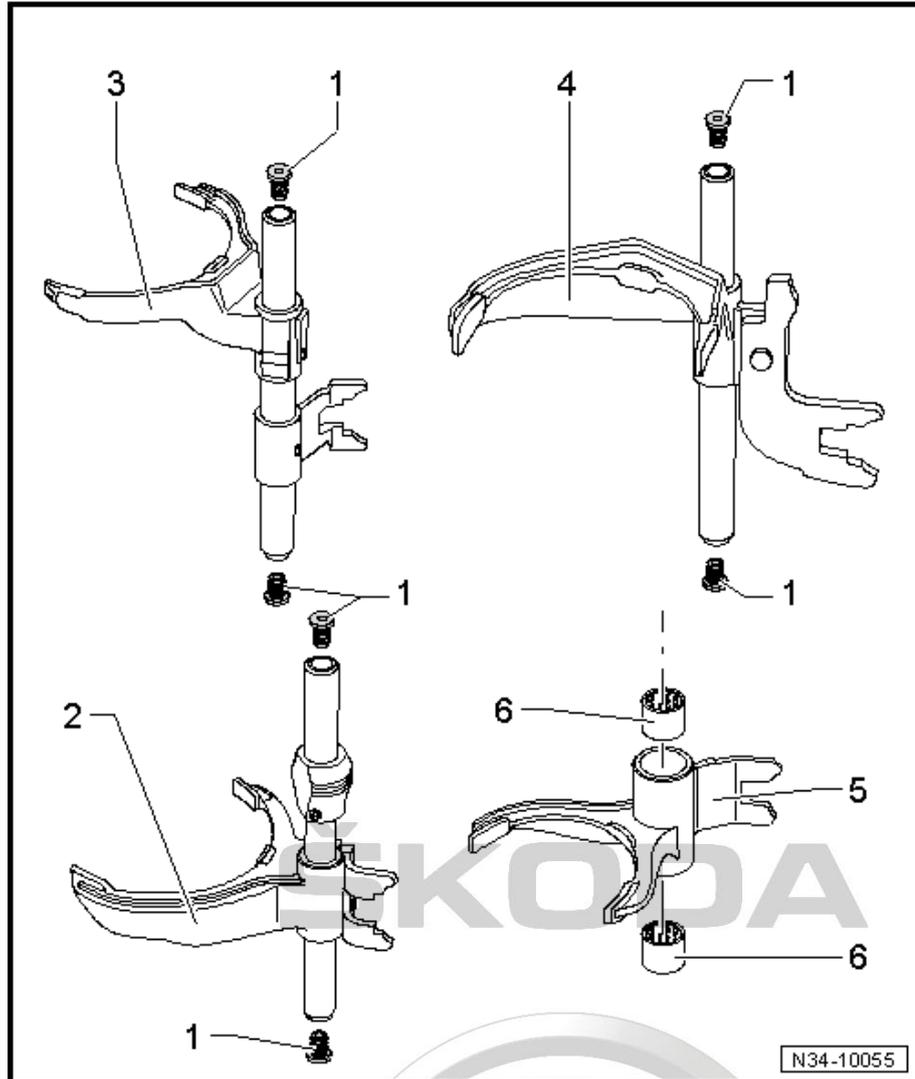
4 - Gear shift rod with shift fork for 5th and 6th gear

5 - Gearshift fork reverse gear

- the ball sleeve is no longer fitted as of production date 03/06
=> [page 315](#)
- Time of application is flexible
- the reverse gear shift fork is adapted
- Difference between the reverse gear shift forks
=> [page 315](#)

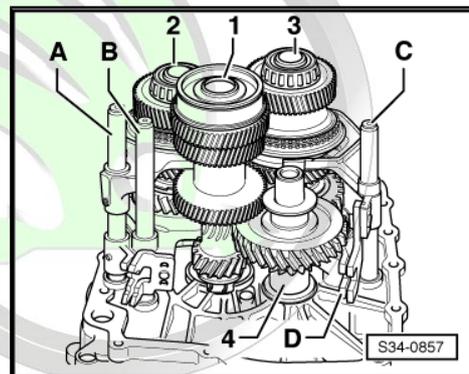
6 - Ball sleeves

- removing => [page 315](#)
- installing => [page 315](#)
- the ball sleeve is no longer fitted as of production date 03/06
- Time of application is flexible



Fitting position of gearshift forks and gear shift rods in the gearbox

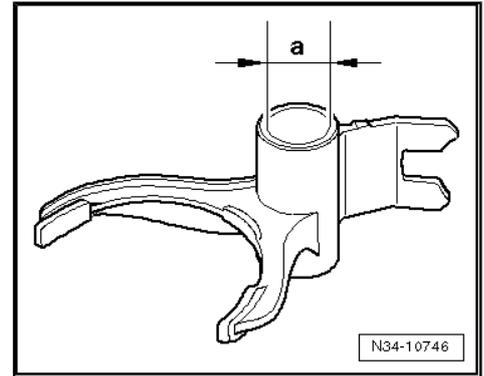
- 1 - Drive shaft
- 2 - Output shaft gears 1 through 4
- 3 - Output shaft 5th, 6th gear/reverse gear
- 4 - Reverse shaft
- A - Gear shift rod with 3rd and 4th gear shift fork
- B - Gear shift rod with 1st and 2nd gear shift fork
- C - Gear shift rod with 5th and 6th gear shift fork
- D - Gearshift fork reverse gear



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Difference between the reverse gear shift forks

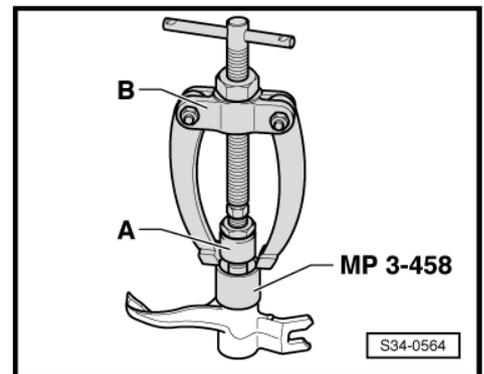
Dimension "a" (mm)	Production date
24	up to 05.03. 06
18	as of 06/03. 06



Up to production date 03/06 - remove ball sleeve for reverse gear shift fork

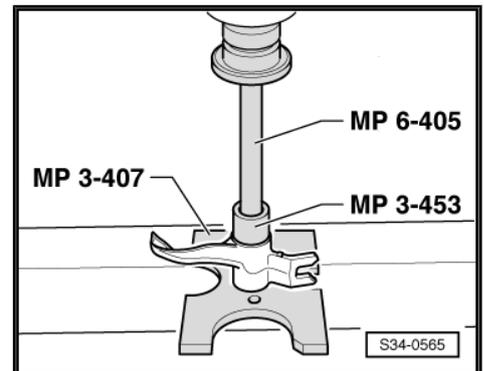
A - Interior extractor 18...23 mm , e.g. -Kukko 21/3-

B - Countersupport , e.g. -Kukko 22/1-



Up to production date 03/06 - press in ball sleeve for reverse gear shift fork

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10.2 Disassembling and assembling gearshift forks up to 05/2009 (Superb II and Yeti)

Note

- ◆ The reverse gear shift fork Pos. 5 is positioned on the shaft for reverse gear shift fork in the clutch housing.
- ◆ Fitting position of gearshift forks and gear shift rods in the gearbox ⇒ [page 316](#).

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1 - Rubber insulation

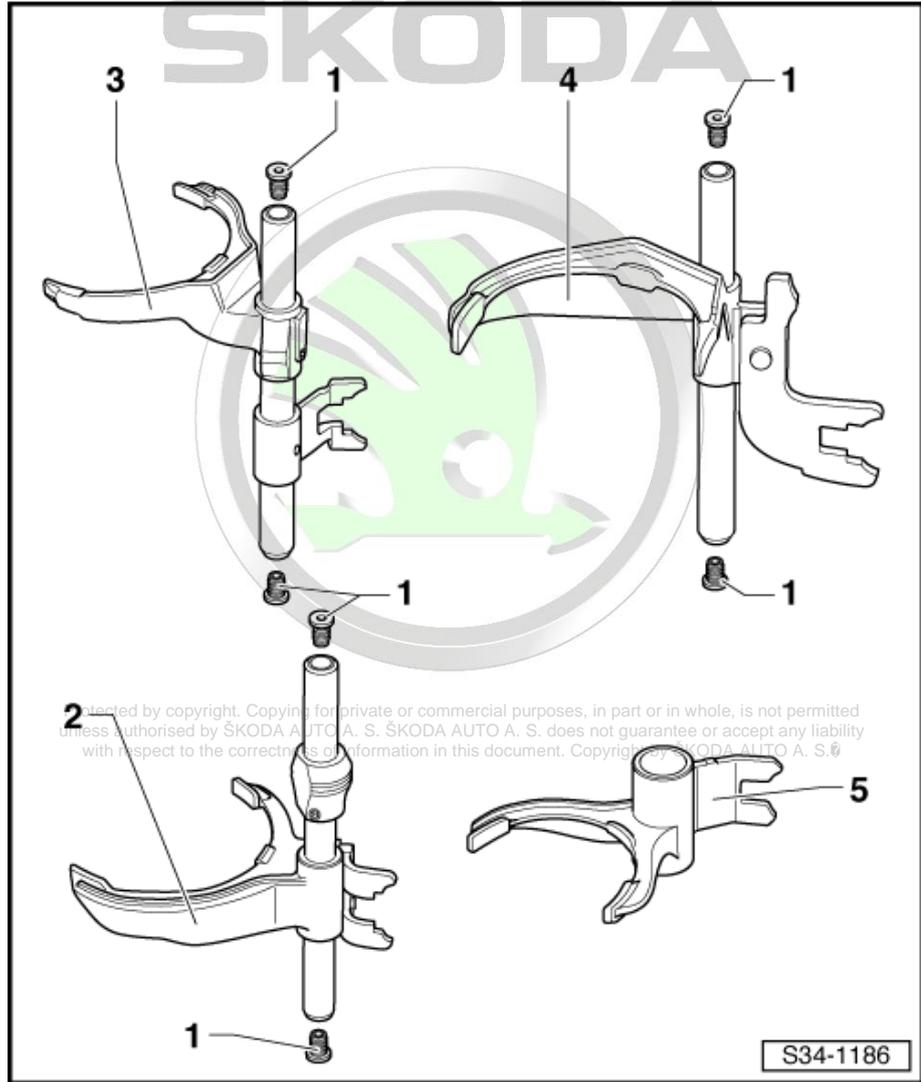
- can be pulled out of the gear shift rod and inserted by hand

2 - Gear shift rod with shift fork for 1st and 2nd gear

3 - Gear shift rod with shift fork for 3rd and 4th gear

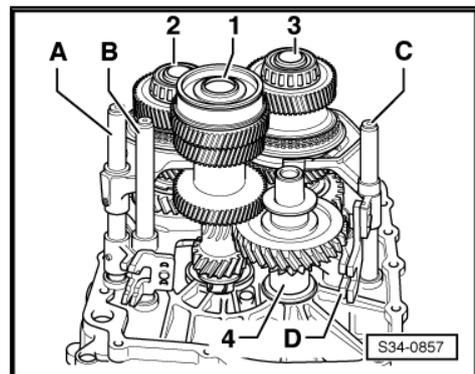
4 - Gear shift rod with shift fork for 5th and 6th gear

5 - Gearshift fork reverse gear



Fitting position of gearshift forks and gear shift rods in the gearbox

- 1 - Drive shaft
- 2 - Output shaft gears 1 through 4
- 3 - Output shaft 5th, 6th gear/reverse gear
- 4 - Reverse shaft
- A - Gear shift rod with shift fork for 3rd and 4th gear
- B - Gear shift rod with shift fork for 1st and 2nd gear
- C - Gear shift rod with shift fork for 5th and 6th gear
- D - Gearshift fork reverse gear



10.3 Disassembling and assembling the gearshift forks as of 06/2009

Note

- ◆ The reverse gear shift fork Pos. 5 is positioned on the 5th/6th gear shift rod.
- ◆ Fitting position of gearshift forks and gear shift rods in the gearbox ⇒ [page 317](#).

1 - Rubber insulation

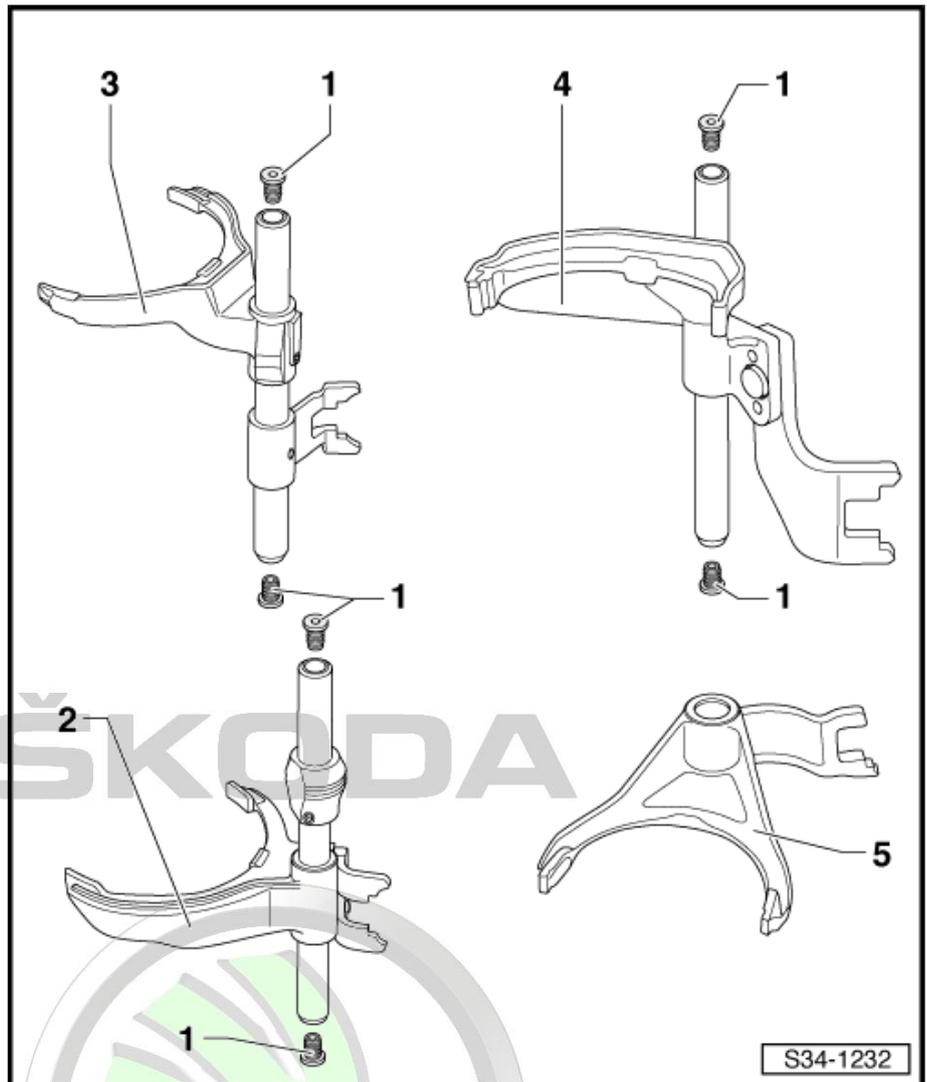
- can be pulled out of the gear shift rod and inserted by hand

2 - Gear shift rod with shift fork for 1st and 2nd gear

3 - Gear shift rod with shift fork for 3rd and 4th gear

4 - Gear shift rod with shift fork for 5th and 6th gear

5 - Gearshift fork reverse gear



Fitting position of gearshift forks and gear shift rods in the gearbox

1 - Drive shaft

2 - Output shaft gears 1 through 4

3 - Output shaft 5th, 6th gear/reverse gear

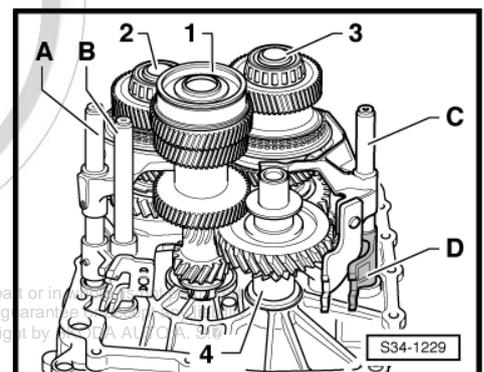
4 - Reverse shaft

A - Gear shift rod with shift fork for 3rd and 4th gear

B - Gear shift rod with shift fork for 1st and 2nd gear

C - Gear shift rod with shift fork for 5th and 6th gear

D - Gearshift fork reverse gear





35 – Gears, shafts

1 Drive shaft

Disassembling and assembling the drive shaft ⇒ [page 318](#) .

Modifications in the area of the grooved ball bearing/drive shaft (Octavia II) ⇒ [page 323](#) .

1.1 Disassembling and assembling the drive shaft

Special tools and workshop equipment required

- ◆ Pressure plate - MP3-406 (VW 401)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Thrust piece - MP3-453 (VW431)-
- ◆ Thrust piece - MP3-4014 (VW 432)-
- ◆ Thrust piece - MP3-411 (VW 454)-
- ◆ Drift pin - MP3-426 (30-505)-
- ◆ Thrust plate - MP3-467 (40-105)-
- ◆ Pipe section - T30041 (2040)-
- ◆ Interior extractor , e.g. -Kukko 21/5-
- ◆ Separating device , e.g. -Kukko 17/1 -
- ◆ Separating device , e.g. -Kukko 17/2 -
- ◆ Extractor , e.g. -Kukko 18/1-
- ◆ Countersupport e.g. -Kukko 22/2 -



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Note

Insert all bearings on the drive shaft with gear oil.

For vehicles Octavia II

1 - Circlip

- removing and installing
⇒ [page 266](#)

2 - Washer

- Outer diameter = 78.6 mm
- can only be used on modified gearbox housings (as of production date 04/2006 up to 01/2008) ⇒ [page 323](#)
- assign components via ⇒ Electronic Catalogue of Original Parts

3 - Gearbox housing

- adapted for the washers Pos. 2 and Pos. 4 as of production date 04 06 up to production date 01.08 in the area of the bearing pedestal for the grooved ball bearing Pos. 6 ⇒ [page 323](#)
- flattened parts at the grooved ball bearing and at the bearing pedestal of the grooved ball bearing as of production date 02.08 ⇒ [page 324](#)
- assign components via ⇒ Electronic Catalogue of Original Parts

4 - Washer

- Outer diameter = 85 mm
- can only be used on modified gearbox housings (as of production date 04/06 up to 01/08) ⇒ [page 323](#)
- assign components via ⇒ Electronic Catalogue of Original Parts

5 - Circlip

- determine ⇒ [page 322](#) when replacing the grooved ball bearing -Pos. 6- and the drive shaft -Pos. 8-

6 - Grooved ball bearing

- always replace ⇒ Electronic Catalogue of Original Parts
- flattened parts at the grooved ball bearing and at the bearing pedestal of the grooved ball bearing as of production date 02.08 ⇒ [page 324](#)
- remove ⇒ [page 321](#)
- pressing on ⇒ [page 321](#)

7 - 5th gear pinion

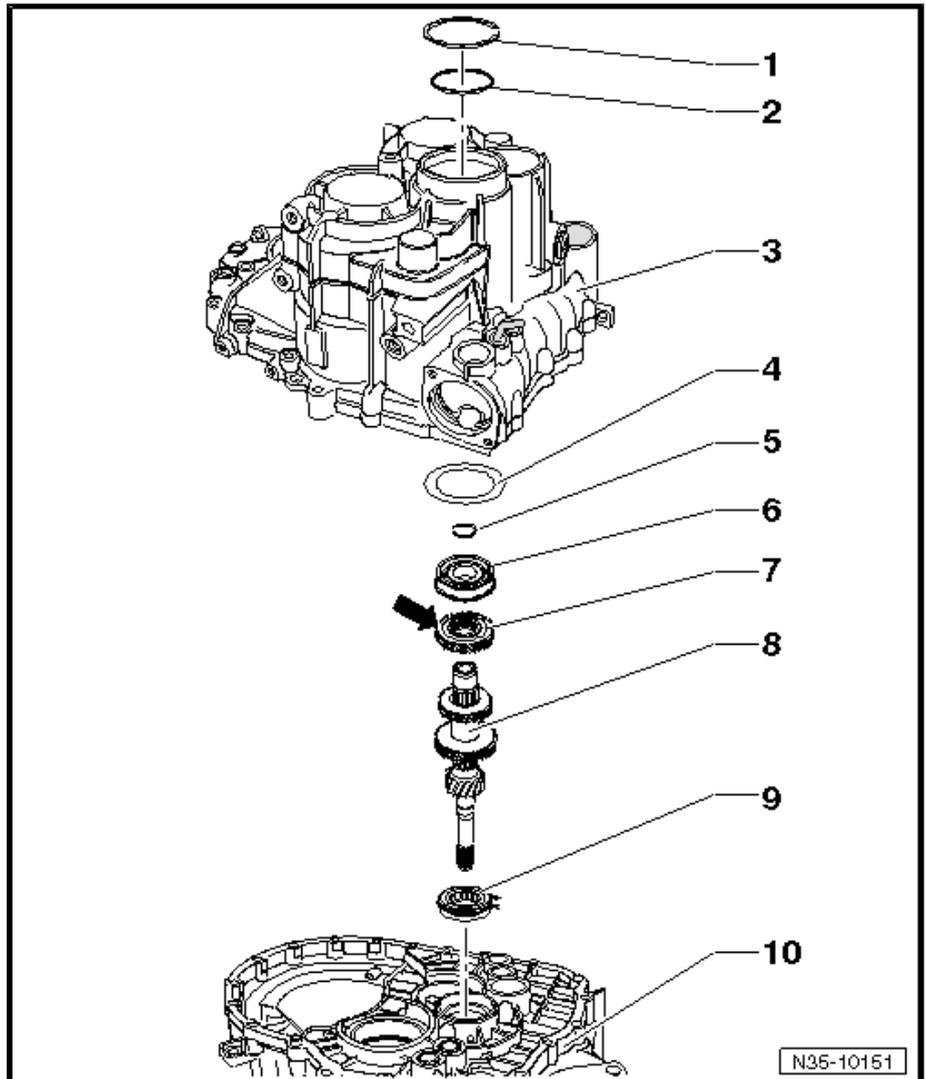
- pressing off ⇒ [page 321](#)
- Fitting position: round groove -arrow- points to the grooved ball bearing Pos. 6
- pressing on ⇒ [page 321](#)

8 - Drive shaft

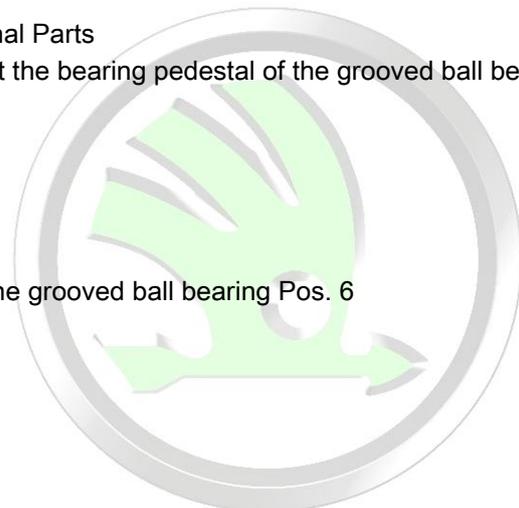
- with 3rd/4th gear pinion and 6th gear

9 - Cylindrical-roller bearing

- with circlip
- removing ⇒ [page 322](#)



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- installing ⇒ [page 322](#)
- Fitting position: The circlip in the bearing points towards the drive shaft

10 - Clutch housing

For vehicles Superb II and Yeti

1 - Circlip

- removing and installing ⇒ [page 278](#)

2 - Gearbox housing

3 - Circlip

- determine ⇒ [page 322](#) when replacing the grooved ball bearing - Pos. 4- and the drive shaft -Pos. 6-

4 - Grooved ball bearing

- always replace ⇒ Electronic Catalogue of Original Parts

- remove ⇒ [page 321](#)

- pressing on ⇒ [page 321](#)

5 - 5th gear pinion

- remove ⇒ [page 321](#)
- Fitting position: round groove -arrow- points to the grooved ball bearing Pos. 4

- pressing on ⇒ [page 321](#)

6 - Drive shaft

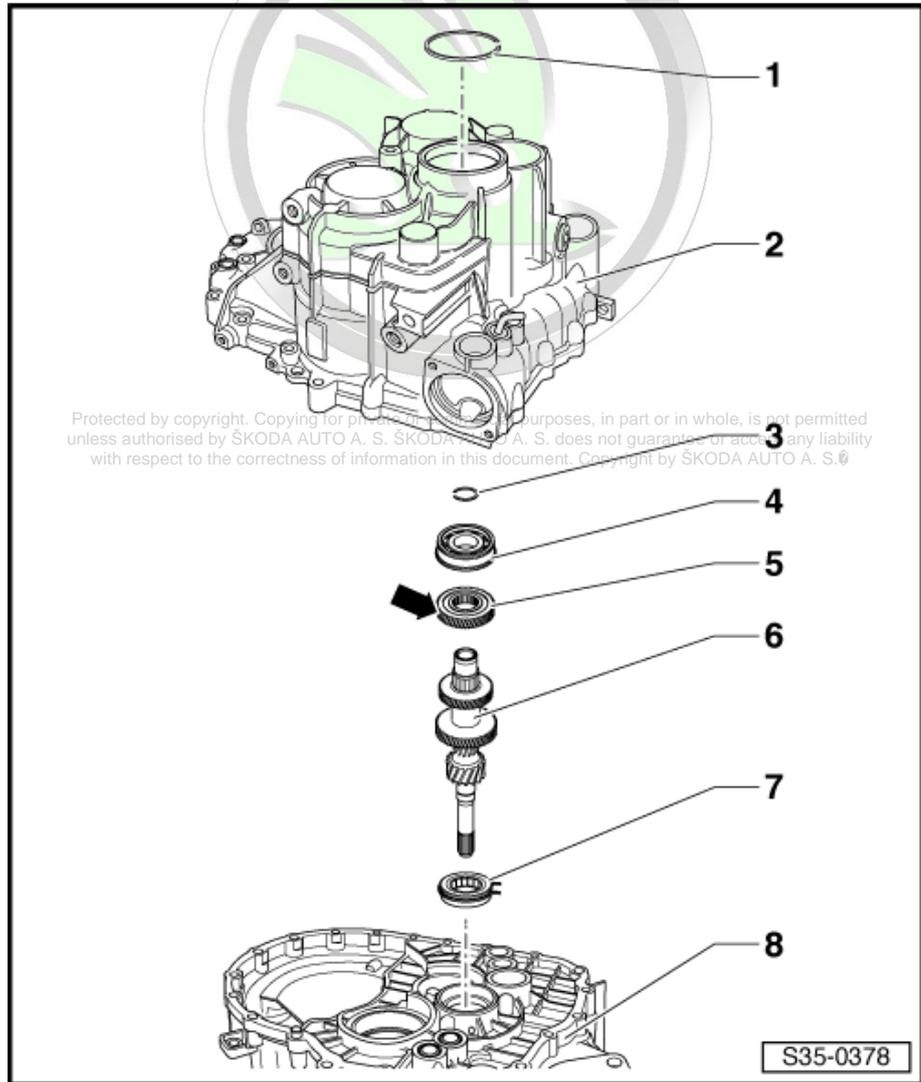
- with 3rd/4th gear pinion and 6th gear

7 - Cylindrical-roller bearing

- with circlip
- removing ⇒ [page 322](#)
- pressing on ⇒ [page 322](#)

- Fitting position: The circlip in the bearing points towards the drive shaft

8 - Clutch housing



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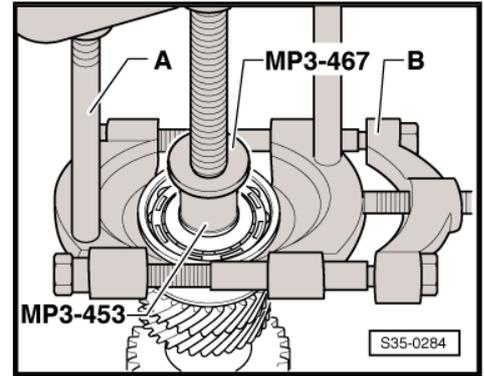
For all vehicles

Remove grooved ball bearing

- First remove the circlip from the drive shaft.
- Before fitting the extractor position thrust piece - MP3-453 (VW431)- and pressure plate - MP3-467 (40-105)- on drive shaft.
- Position the separating device -B- in the round slot for the circlip in the bearing.

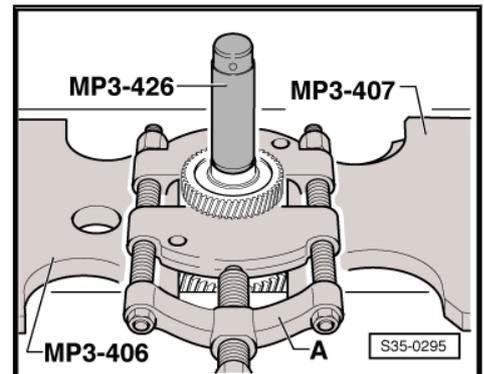
A - Extractor , e.g. -Kukko 18/1-

B - Separating device 12...75 mm , e.g. -Kukko 17/1-



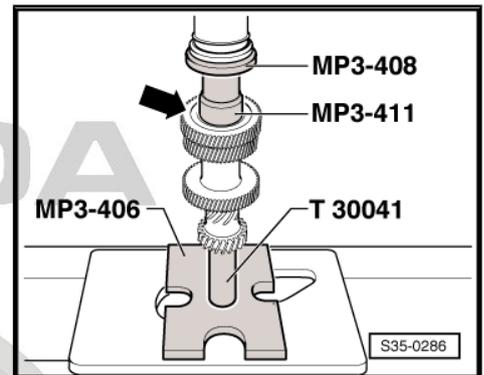
Pressing out 5th gear pinion

A - Separating device 22...115 mm , e.g. -Kukko 17/2-



Pressing on 5th gear pinion

The groove -arrow- on the gearwheel must point upwards.



Press on grooved ball bearing

Fitting position of grooved ball bearing:

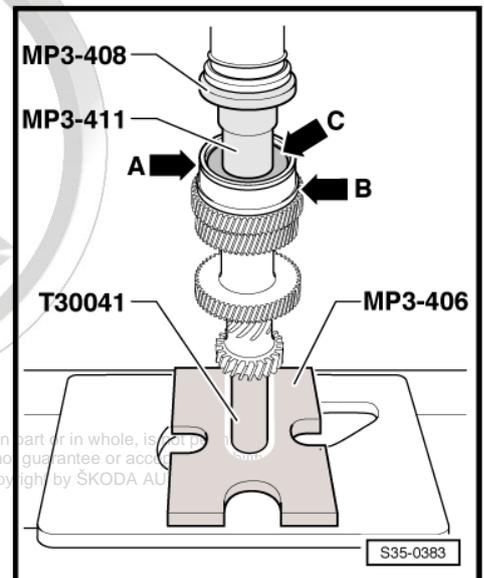
The slot for the circlip points upwards -arrow A- and the shoulder -arrow B- must point towards the 5th gear pinion.



Note

Position the thrust piece - VW 454- in such a way that the seal -arrow C- of the bearing is not damaged.

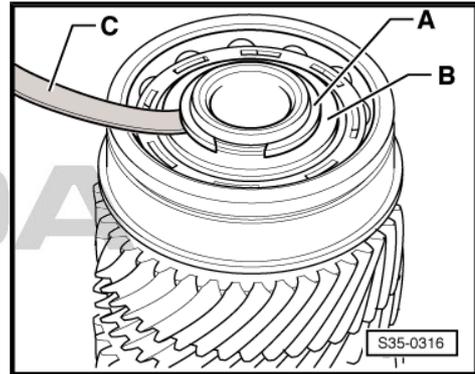
- Determine the circlip => [page 322](#) and install.





Determining the circlip

- Insert circlip -A- with a thickness of 1.86 mm in the slot of the drive shaft and push upwards.
- Measure dimension between grooved ball bearing -B- and positioned circlip -A- using a feeler gauge -C-.
- Remove the circlip used to take the measurement.
- Determine the first circlip required according to the table.



Note

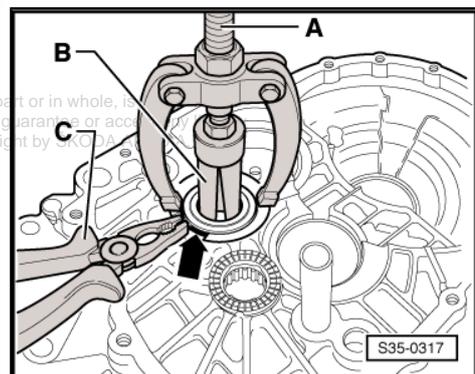
Assign the circlips via the ⇒ *Electronic catalogue of original parts.*

The following circlips are available:

Measured value (mm)	Circlip thickness (mm)	Axial play (mm)
0.01 ... 0.05	1.86	0.01 ... 0.05
0.05 ... 0.07	1.89	0.01 ... 0.05
0.07 ... 0.10	1.92	0.01 ... 0.05
0.10 ... 0.13	1.95	0.01 ... 0.05
0.13 ... 0.16	1.98	0.01 ... 0.05

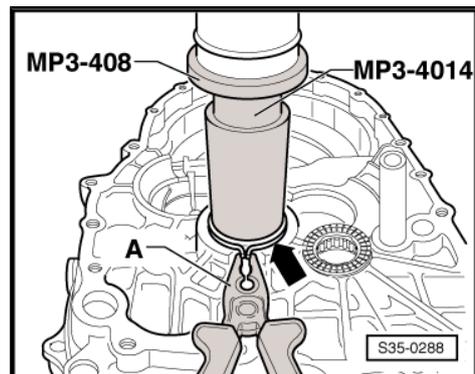
Pull out the cylindrical-roller bearing from the clutch housing

- When removing compress circlip -arrow- of the cylindrical-roller bearing with pliers -C-.
- A - Countersupport , e.g. -Kukko 22/2-
B - Interior extractor 30...37 mm , e.g. -Kukko 21/5-



Press the cylindrical-roller bearing into the clutch housing

- When inserting compress circlip -arrow- of the cylindrical-roller bearing with pliers -A-.
- Remove pliers before the cylindrical-roller bearing is in fitting position. The circlip must lock into the clutch housing slot.

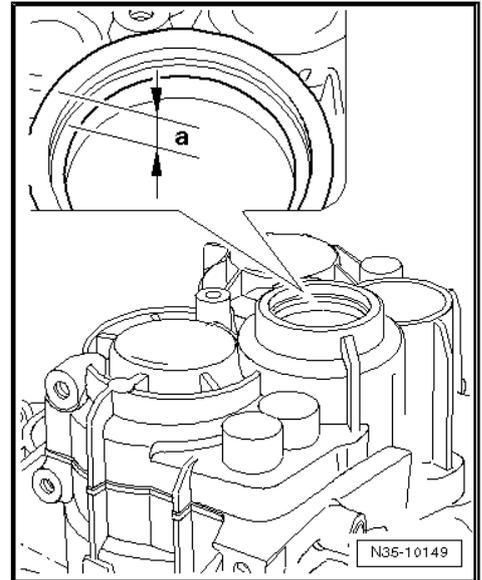


1.2 Modifications in the area of the grooved ball bearing/drive shaft (Octavia II)

1.2.1 As of production date 04/2006 up to production date 01/2008

One washer above and one washer below the bearing pedestal for the grooved ball bearing ⇒ [page 318](#) Pos. 6.

Above the bearing pedestal:



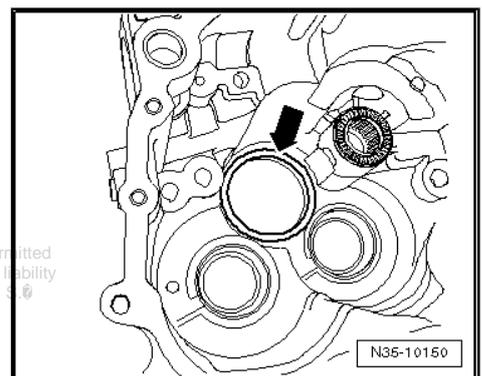
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Bearing pedestal		Washer above the bearing pedestal
Up to production date 03/2006	Size "a" 10 mm	no
As of production date 04/2006 up to production date 01/2008	Size "a" 10.7 mm	yes
From production date 02/2008	below the bearing pedestal: Flattening of the deep groove ball bearing	no

Below the bearing pedestal -arrow-:

Slightly deeper as of production date 04/2006 up to production date 01/2008:

So that the washer below the grooved ball bearing ⇒ [page 318](#) Pos. 6. can be installed, the bearing pedestal for the grooved ball bearing -arrow- is chamfered slightly deeper.



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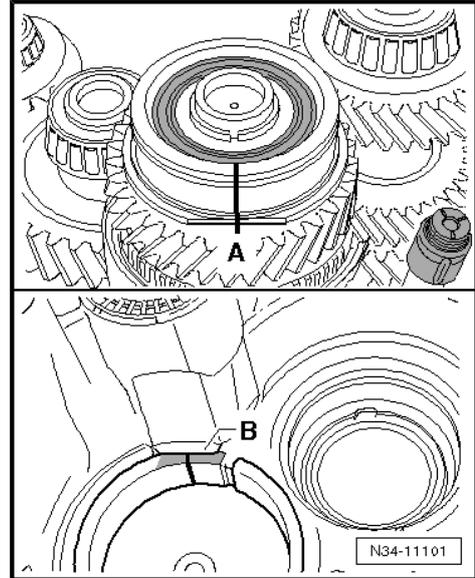
Below the bearing pedestal		Washer below the bearing pedestal
Up to production date 03/2006	not chamfered	no
As of production date 04/2006 up to production date 01/2008	chamfered slightly deeper	yes
From production date 02/2008	Flattened part -B- for the grooved ball bearing -A- ⇒ page 324	no



1.2.2 From production date 02/2008

Flattened parts on the grooved ball bearing -A- and on the bearing pedestal -B- of the gearbox housing

- If the flattened parts are present, a washer must not be inserted above or below the grooved ball bearing.



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2 Output shaft gears 1 through 4

Output shaft 1st through 4th gear disassemble and assemble
⇒ [page 325](#) .

Alterations of the synchronization ⇒ [page 335](#) .

Output shaft 1st through 4th gear adjust ⇒ [page 341](#) .

2.1 Disassembling and assembling output shaft gears 1 through 4

Special tools and workshop equipment required

- ◆ Pressure plate - MP3-406 (VW 401)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Thrust piece - MP3-411 (VW 454)-
- ◆ Multi-purpose tool - MP3-419 (VW 771)-
- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Pressure spindle - MP3-448 (VW 408A)-
- ◆ Pipe section - MP3-450 (VW 415A)-
- ◆ Thrust piece - MP3-453 (VW 431)-
- ◆ Pressure washer - MP3-460 (VW 512)-
- ◆ Pipe section - MP3-461 (VW 519)-
- ◆ Thrust plate - MP3-467 (40-105)-
- ◆ Washer - MP6-415 (3260)-
- ◆ Bushing - T30010 (VW 540/1B)-
- ◆ Retaining plate - T30027 (VW 801)-
- ◆ Thrust piece - T30042 (2050)-
- ◆ Tapered-roller bearing extractor - V.A.G 1582-
- ◆ Gripper - V.A.G 1582/7-
- ◆ Separating tool , e.g. -Kukko 17/2-
- ◆ Extractor , e.g. -Kukko 18/2-
- ◆ Interior extractor , e.g. -Kukko 21/7-
- ◆ Interior extractor , e.g. -Kukko 21/8-
- ◆ Countersupport , e.g. -Kukko 22/2-



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- ◆ *If the output shaft or tapered-roller bearing is replaced, it is necessary to adjust the output shaft ⇒ [page 341](#) .*
- ◆ *Replace both tapered-roller bearings together.*
- ◆ *A modified synchronization for 1st through 3rd gear is used in certain gearboxes ⇒ [page 335](#) . The positions 8 to 12, 14 to 16, 18, 24, 26 to 28 and 30 are affected. Assign components via the ⇒ *Electronic Catalogue of Original Parts* .*



1 - Clutch housing

2 - Oil deflecting washer

3 - Curved washer

- removing ⇒ [page 328](#)
- installing ⇒ [page 329](#)
- replace after removal

4 - Outer ring/tapered-roller bearing

- removing ⇒ [page 329](#)
- installing ⇒ [page 329](#)

5 - Inner ring/tapered-roller bearing

- pressing off ⇒ [page 330](#)
- pressing on ⇒ [page 330](#)

6 - Output shaft

- 1st to 4th gear
- adjust ⇒ [page 341](#)

7 - Needle bearing

- for 2nd gear

8 - 2nd gear sliding gear

9 - Synchronizer ring - inner ring for 2nd gear

- Assignment ⇒ Electronic Catalogue of Original Parts
- check for wear - vehicles up to 10/2009 ⇒ [page 331](#)
- check for wear - vehicles as of 11/2009 ⇒ [page 335](#)
- Check pegs for traces of wear
- Fitting position - vehicles up to 10/2009 ⇒ [page 331](#)
- Fitting position - vehicles as of 11/2009 ⇒ [page 335](#)

10 - Outer ring for 2nd gear

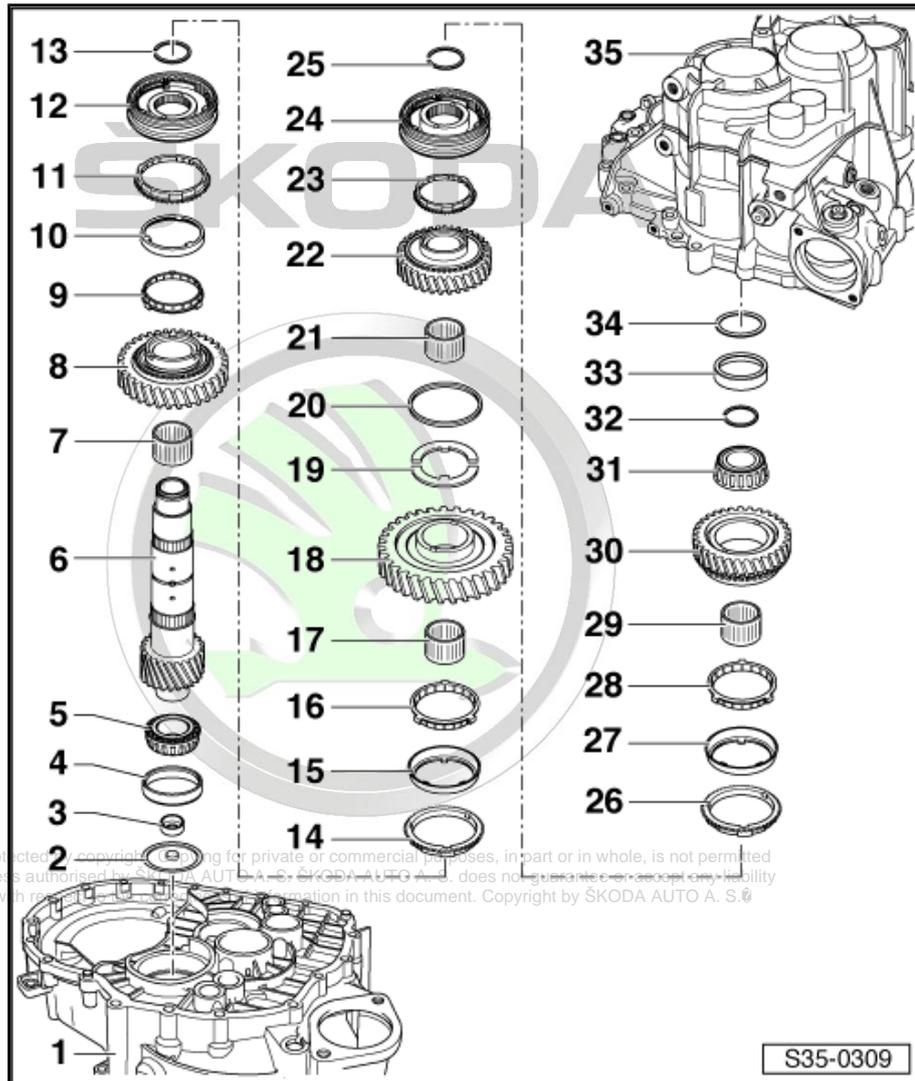
- Assignment ⇒ Electronic Catalogue of Original Parts
- position on the synchronizer ring -Pos. 9-
- replace if there are any traces of scoring or friction
- Fitting position - vehicles up to 10/2009 ⇒ [page 331](#)
- Fitting position - vehicles as of 11/2009 ⇒ [page 335](#)

11 - 2nd gear synchronizer ring

- Assignment ⇒ Electronic Catalogue of Original Parts
- check for wear - vehicles up to 10/2009 ⇒ [page 331](#)
- check for wear - vehicles as of 11/2009 ⇒ [page 336](#)
- Fitting position - vehicles up to 10/2009 ⇒ [page 331](#)
- Fitting position - vehicles as of 11/2009 ⇒ [page 335](#)

12 - Sliding sleeve with 1st and 2nd gear synchronizer body

- after removing the circlip -Pos. 13- press off with the 2nd gear sliding gear ⇒ [page 330](#)
- disassembling ⇒ [page 331](#)



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- Assembling sliding sleeve/synchronizer body ⇒ [page 331](#)
- Fitting position ⇒ [page 332](#)
- pressing on ⇒ [page 332](#)

13 - Circlip

14 - 1st gear synchronizer ring

- Assignment ⇒ Electronic Catalogue of Original Parts
- check for wear - vehicles up to 10/2009 ⇒ [page 331](#)
- check for wear - vehicles as of 11/2009 ⇒ [page 336](#)
- Fitting position - vehicles up to 10/2009 ⇒ [page 331](#)
- Fitting position - vehicles as of 11/2009 ⇒ [page 337](#)
- insert in such a way that the recesses lock into the arresters of the sliding sleeve Pos. 12

15 - Outer ring for 1st gear

- Assignment ⇒ Electronic Catalogue of Original Parts
- fit into synchronizer ring -Pos. 14-, fitting position ⇒ [page 332](#)
- replace if there are any traces of scoring or friction
- Fitting position - vehicles up to 10/2009 ⇒ [page 331](#)
- Fitting position - vehicles as of 11/2009 ⇒ [page 337](#)

16 - Synchronizer ring - inner ring for 1st gear

- Assignment ⇒ Electronic Catalogue of Original Parts
- check for wear - vehicles up to 10/2009 ⇒ [page 331](#)
- check for wear - vehicles as of 11/2009 ⇒ [page 335](#)
- Check pegs for traces of wear
- Fitting position - vehicles up to 10/2009 ⇒ [page 333](#)
- Fitting position - vehicles as of 11/2009 ⇒ [page 337](#)

17 - Needle bearing

- for 1st gear

18 - 1st gear sliding gear

- Fitting position ⇒ [page 333](#)

19 - Thrust washers

- 1st and 4th gear
- 2 pieces
- Insert peg of thrust washer into the hole of the output shaft

20 - Washer

- holds the thrust washers pos. 19 in the correct position on the output shaft

21 - Needle bearing

- for 4th gear

22 - 4th gear sliding gear

23 - 4th gear synchronizer ring

- Assignment ⇒ Electronic Catalogue of Original Parts
- check for wear - vehicles up to 05/2010 ⇒ [page 334](#)
- check for wear - vehicles as of 06/2010 ⇒ [page 339](#)

24 - Sliding sleeve with 3rd and 4th gear synchronizer body

- after removing the circlip -Pos. 25- remove with the 4th gear sliding gear ⇒ [page 330](#)
- disassembling ⇒ [page 331](#)
- Fitting position sliding sleeve/synchronizer body ⇒ [page 333](#)
- Assembling sliding sleeve/synchronizer body ⇒ [page 331](#) and ⇒ [page 332](#)
- pressing on ⇒ [page 333](#)



25 - Circlip

26 - 3rd gear synchronizer ring

- Assignment ⇒ Electronic Catalogue of Original Parts
- check for wear - vehicles up to 05/2010 ⇒ [page 331](#)
- check for wear - vehicles as of 06/2010 ⇒ [page 339](#)
- Fitting position - vehicles up to 05/2010 ⇒ [page 331](#)
- Fitting position - vehicles as of 06/2010 ⇒ [page 340](#)

27 - Outer ring for 3rd gear

- Assignment ⇒ Electronic Catalogue of Original Parts
- fit into the synchronizer ring Pos. 26, fitting position - vehicles up to 05/2010 ⇒ [page 332](#)
- replace if there are any traces of scoring or friction
- Fitting position - vehicles up to 05/2010 ⇒ [page 332](#)
- Fitting position - vehicles as of 06/2010 ⇒ [page 340](#)

28 - Synchronizer ring - inner ring for 3rd gear

- Assignment ⇒ Electronic Catalogue of Original Parts
- check for wear - vehicles up to 05/2010 ⇒ [page 331](#)
- check for wear - vehicles as of 06/2010 ⇒ [page 338](#)
- Check pegs for traces of wear
- Fitting position - vehicles up to 05/2010 ⇒ [page 333](#)
- Fitting position - vehicles as of 06/2010 ⇒ [page 340](#)

29 - Needle bearing

- for 3rd gear

30 - 3rd gear sliding gear

- Fitting position ⇒ [page 333](#)

31 - Inner ring/tapered-roller bearing

- pressing off ⇒ [page 329](#)
- pressing on ⇒ [page 334](#)

32 - Circlip

- determine ⇒ [page 334](#) when replacing the tapered-roller bearing -Pos. 31- and the output shaft -Pos. 6-

33 - Outer ring/tapered-roller bearing

- removing ⇒ [page 334](#)
- installing ⇒ [page 335](#)

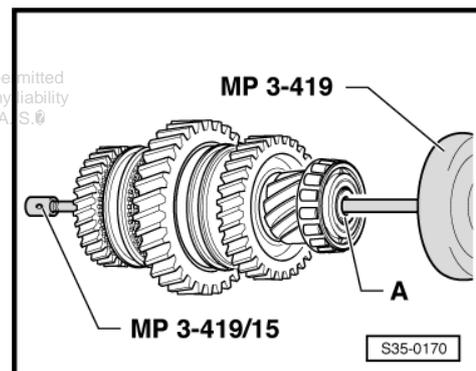
34 - Adjusting washer

- Determine thickness ⇒ [page 341](#)

35 - Gearbox housing

Removing curved washer -A- from the output shaft

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Press curved washer into the output shaft

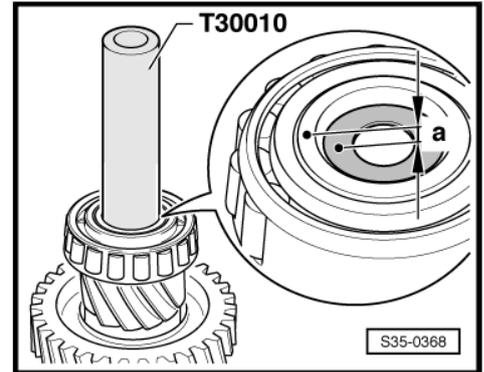
- Press curved washer up to the dimension -a- into the output shaft.

Dimension -a- = 2 mm + 0.5 mm.



Note

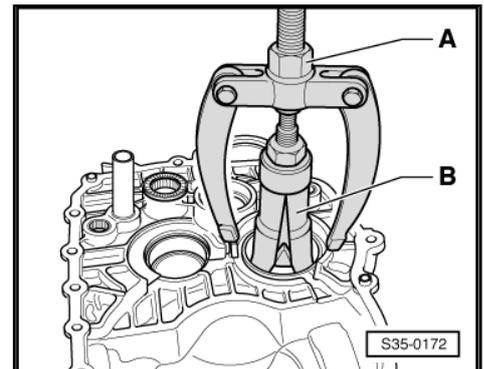
Press in curved washer max. 3 mm - not deeper.



Remove outer ring/tapered-roller bearing

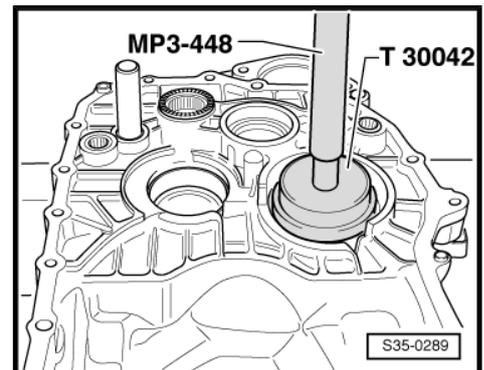
A - Countersupport , e.g. -Kukko 22/2-

B - Interior extractor 56...70 mm , e.g. -Kukko 21/8-



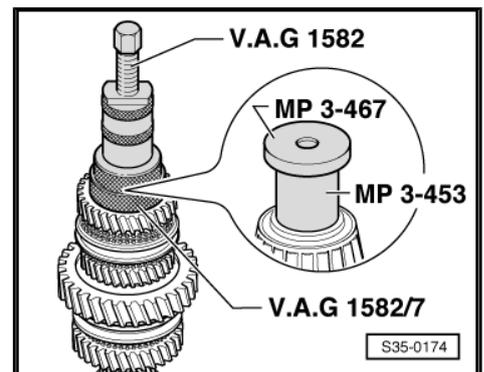
Press outer ring/tapered-roller bearing into the clutch housing

- Support the clutch housing with a pipe section - MP3-450 (VW 415A)- directly below the bearing support.



Pressing off inner ring/tapered-roller bearing

- First remove the circlip.
- Before fitting the extractor, position thrust piece - MP3-453- in output shaft and lay pressure plate - MP3-467- over it.





Pressing off 3rd and 4th gear synchronizer body/sliding with sliding gear for 4th gear

- First remove the circlip.

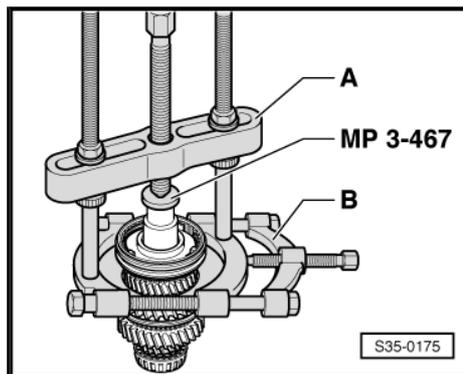
A - Extractor , e.g. -Kukko 18/2-

B - Separating device 22...115 mm , e.g. -Kukko 17/2-



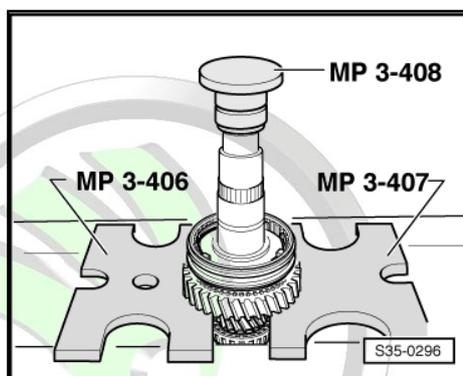
Note

- ◆ If necessary, heat the 3rd and 4th gear synchronizer body with a hot-air blower .
- ◆ After removing, inspect the running gear of the 4th gear sliding gear for damage.



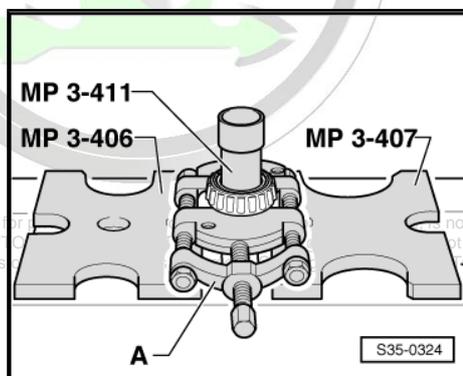
Sliding sleeve and synchronizer body for the 1st and 2nd gear

After removing the circlip jointly press off the 2nd gear sliding gear and the sliding sleeve/synchronizer body.

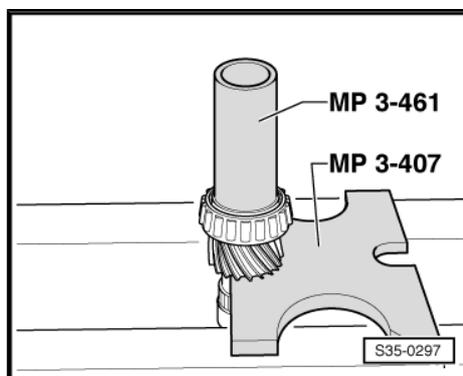


Pressing off inner ring/tapered-roller bearing

A - Separating device 22...115 mm , e.g. -Kukko 17/2-



Press on inner ring/tapered-roller bearing

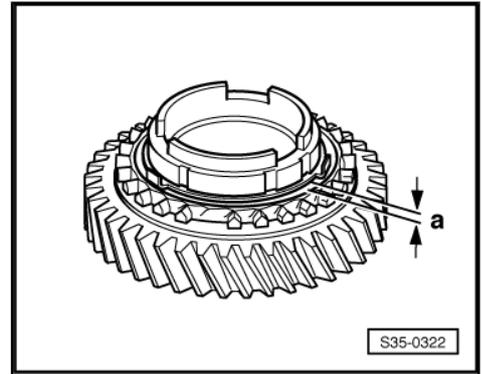


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Check 1st, 2nd and 3rd gear inner ring for wear

- Press the inner ring on the cone of the sliding gear and measure clearance -a- with a feeler gauge.

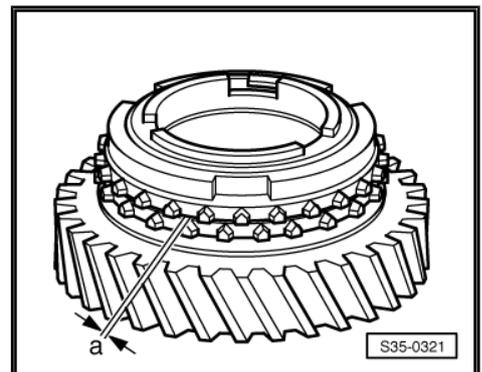
Clearance -a-	Fitting dimension	Wear limit
1st, 2nd and 3rd gear	0.75 ... 1.25 mm	0.3 mm



Check 1st, 2nd and 3rd gear synchronizer rings for wear

- Press the synchronizer ring, outer ring and inner ring on the cone of the sliding gear and measure clearance -a- with a feeler gauge.

Clearance -a-	Fitting dimension	Wear limit
1st, 2nd and 3rd gear	1.2 ... 1.8 mm	0.5 mm



Fitting position of the outer ring, inner ring and 2nd gear synchronizer ring

- Position the inner ring -A- on the 2nd gear sliding gear.

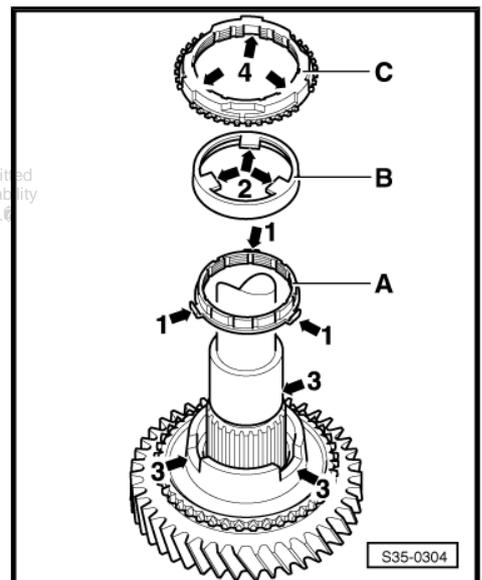
The angled lands -arrow 1- point towards the outer ring -B-.

- Position the outer ring -B-.

Lock the lands -arrows 2- in the recesses -arrows 3- of the sliding gear.

- Position the synchronizer ring -C-.

Lock the recesses -arrows 4- in the lands -arrows 1- of the inner ring -A-.

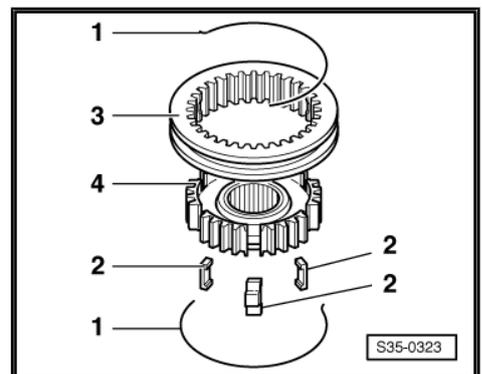


Disassembling and assembling the sliding sleeve and 1st, 2nd, 3rd and 4th gear synchronizer body

- 1 - Spring
- 2 - Arresters
- 3 - Sliding sleeve
- 4 - Synchronizer body

- Slide the sliding sleeve over the synchronizer body into fitting position ⇒ [page 332](#) or ⇒ [page 333](#) ⇒ [page 333](#) .

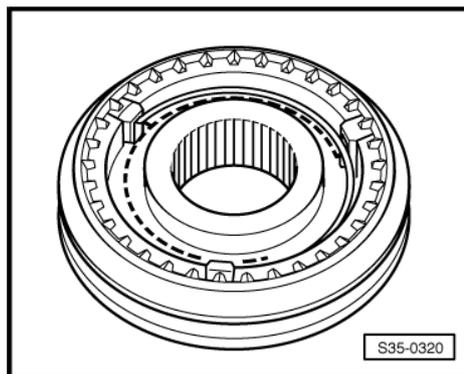
The recesses for the arresters on the synchronizer body and the sliding sleeve must be positioned above one another.



Assembly of the sliding sleeve/1st, 2nd, 3rd and 4th gear synchronizer body

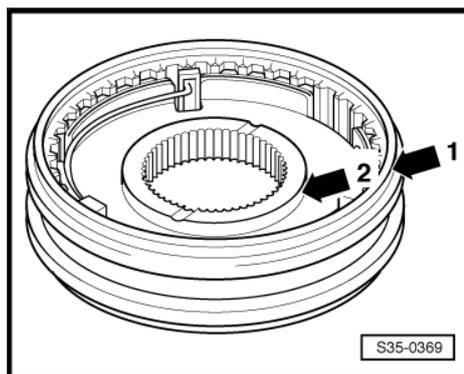
The sliding sleeve is drawn over the synchronizer body.

- Insert arresters and mount springs with 120° offset. The angled end of the spring must grip into the hollow arrester.



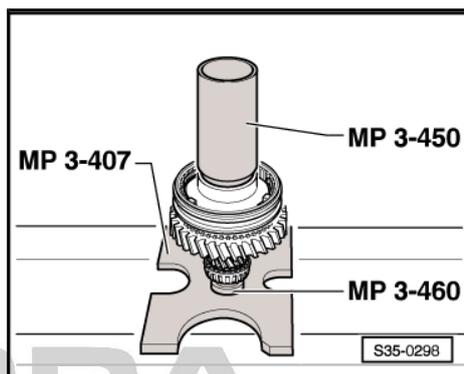
Fitting position of the 1st and 2nd gear sliding sleeve/synchronizer body

If applicable, the chamfer -arrow 1- on the sliding sleeve and the narrow collar -arrow 2- of the synchronizer body point to the 1st gear.



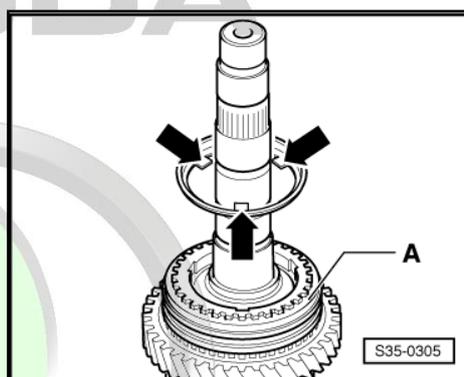
Press on the sliding sleeve and 1st and 2nd gear synchronizer body

- Install circlip.



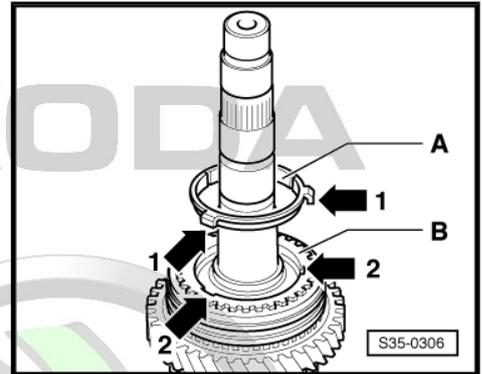
Fitting position of the 1st or 3rd gear outer ring

The pegs -arrows- point towards the synchronizer body/sliding gear -A-.



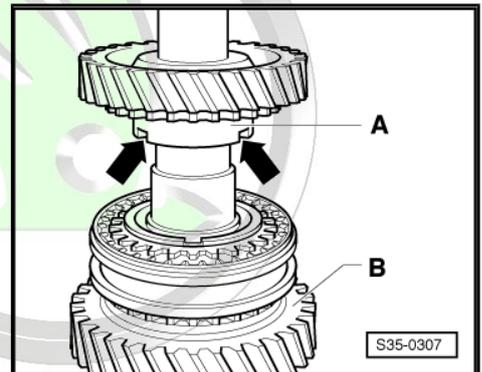
Fitting position for synchronizer ring -A- (inner ring 1st or 3rd gear)

Lock the pegs -arrows 1- in the recesses -arrows 2- of the synchronizer ring -B-.



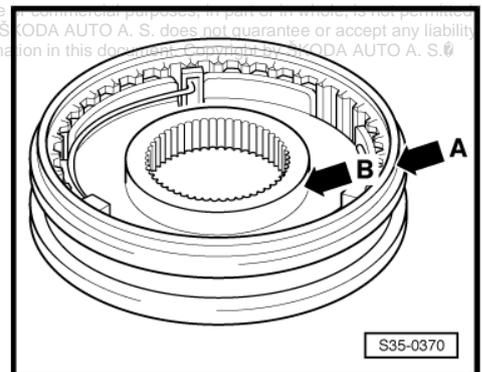
Fitting position 1st and 3rd gear sliding gear

The higher collar -A- points towards the 2nd or 4th gear -B-. The recesses in the collar -arrows- lock into the pegs of the outer ring
⇒ [page 332](#) .



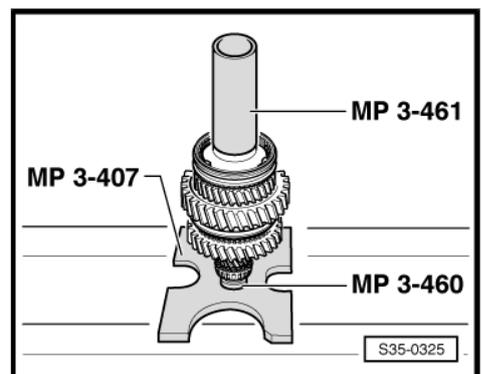
Fitting position of the sliding sleeve/3rd and 4th gear synchronizer body

The shoulder -arrow A- on the sliding sleeve and the wide collar of the synchronizer body -arrow B- point to the 3rd gear.



Press on the synchronizer body with the 3rd and 4th gear sliding sleeve

- Install circlip.

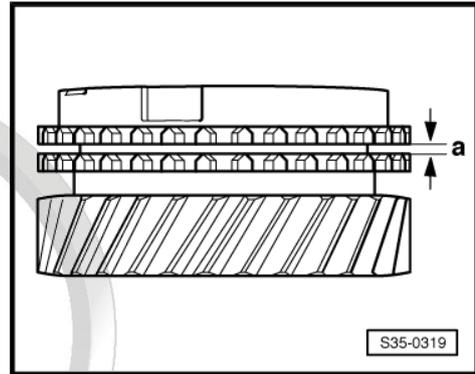




Checking 4th gear synchronizer ring for wear

- Press the synchronizer ring on the cone of the sliding gear and measure clearance -a- with a feeler gauge.

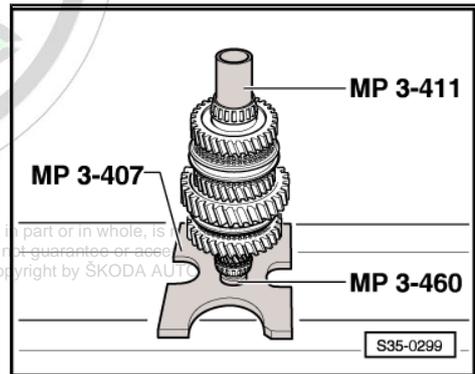
Clearance -a-	Fitting dimension	Wear limit
4th gear	1.0 ... 1,7 mm	0.5 mm



Press on inner ring/tapered-roller bearing

- Determine the circlip [⇒ page 334](#) and install.

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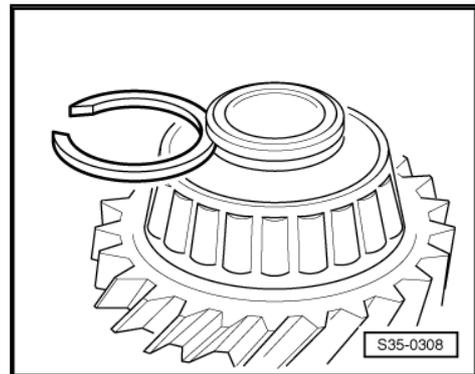


Determining the circlip

- Determine the thickest circlip - that can be fitted - and insert.

The following circlips are available:

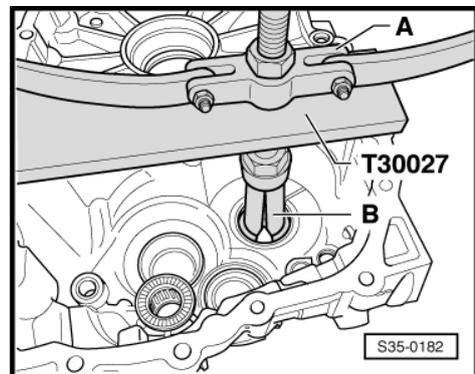
Thickness (mm)	Part number
1.79	02M 311 187 G
1.83	02M 311 187 F
1.86	02M 311 187 E
1.89	02M 311 187 D
1.92	02M 311 187 C
1.95	02M 311 187 B
1.98	02M 311 187 A



Remove outer ring/tapered-roller bearing from gearbox housing

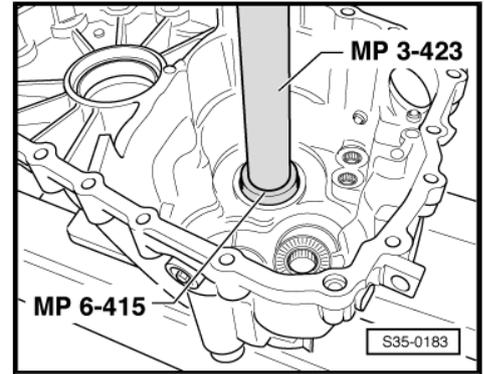
A - Countersupport , e.g. -Kukko 22/2-

B - Interior extractor 46...58 mm , e.g. -Kukko 21/7-



Press in outer ring/tapered-roller bearing in the gearbox housing

- Position adjusting washer under outside ring.
- Support the gearbox housing with a pressure plate - T30042- directly below the bearing support.



2.2 Alterations of the synchronization

2.2.1 Alteration of the 1st and 2nd gear synchronisation as of 11/2009

These modification measures affect the following components:

- ◆ 1st and 2nd gear sliding gears
- ◆ 1st and 2nd gear synchronizer rings
- ◆ Sliding sleeve with 1st and 2nd gear synchronizer body

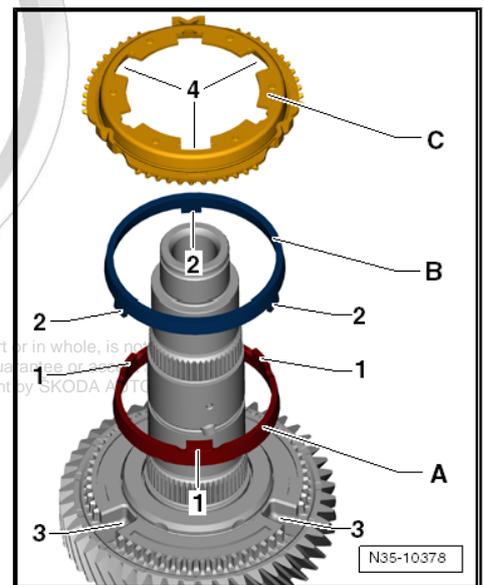


Note

- ◆ Assign components via the ⇒ *Electronic catalogue of original parts* .
- ◆ If components are not replaced, make sure that they are assigned again to the original gear.
- ◆ Check synchronizer rings for wear ⇒ [page 335](#) or ⇒ [page 336](#) ⇒ [page 336](#) .

Fitting position of the inner ring, outer ring and 2nd gear synchronizer ring as of 11/2009

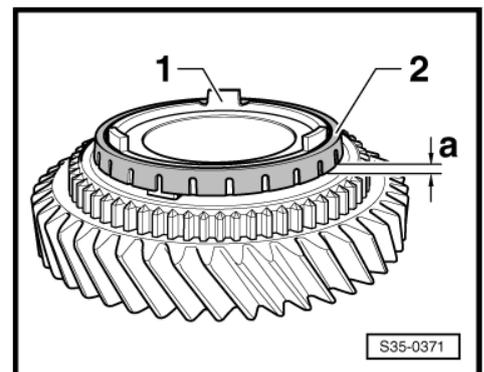
- Position the inner ring -A- on the sliding gear -3-.
- Position the outer ring -B-.
- The pegs -2- of the outer ring -B- must be inserted into the recesses of the sliding gear -3-.
- Insert the synchronizer ring -C-.
- The drivers -1- of the inner ring -A- must be inserted into the deeper recesses -4- of the synchronizer ring -C-.



Inspect the inner friction surface of the outer ring -2- for wear

- First position the inner ring -1- and subsequently the outer ring -2- in the fitting position on the sliding gear ⇒ [page 335](#) .
- Press the outer ring onto the cone of the inner ring and measure the gap -a- (between sliding gear and outer ring) at 3 points, offset by 120°, with a feeler gauge. Note the mean value.

Clearance -a-	Wear limit
1st and 2nd gear	0.4 mm





Check the outer friction surface of the outer ring for wear

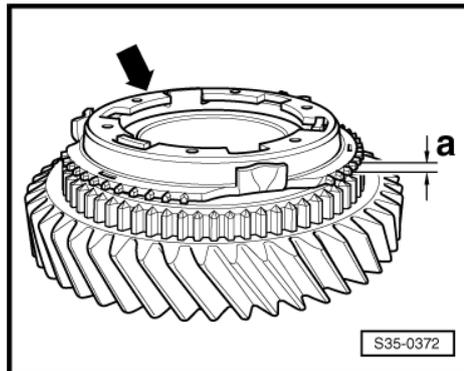
- Inspect synchronizer ring -arrow- on the inner friction surface for scoring and radial bearing marks, replace if necessary.
- Position inner ring, outer ring and synchronizer ring in fitting position => [page 335](#) on the sliding gear and »screw in«.



Note

»Screw in« means: Turn synchronizer rings by one revolution while pressing on the rings simultaneously.

- Then measure the gap -a- at 3 points, offset by 120°, with a feeler gauge . Note the mean value.



Clearance -a-	Wear limit
1st and 2nd gear	0.8 mm

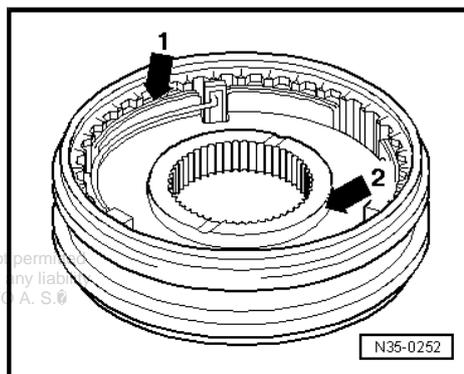


Note

- ◆ When measuring, insert the feeler gauge in the area of the synchronizer ring serration.
- ◆ When measuring, do not push the feeler gauge under the outer ring, only measure the gap -a- between sliding gear and synchronizer ring.
- ◆ Replace the inner ring, outer ring and synchronizer ring together for the relevant gear => *Electronic Catalogue of Original Parts* .

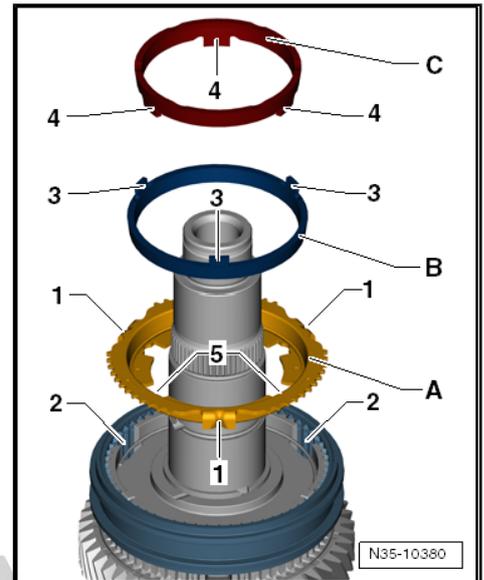
Fitting position of the 1st and 2nd gear sliding sleeve/synchronizer body

The groove marking -arrow 1- and the narrow collar -arrow 2- of the synchronizer body point to the 1st gear.



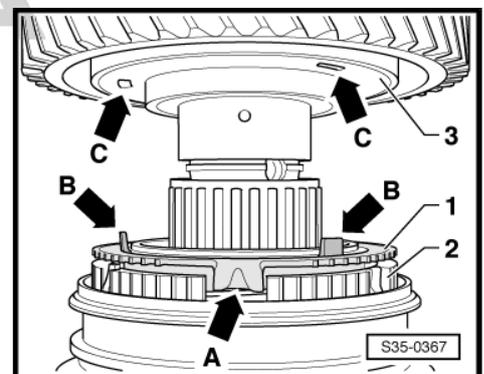
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Fitting position of the synchronizer ring, outer ring and 1st gear inner ring as of 11/2009



Position 1st gear sliding gear on the output shaft as follows

- First the synchronizer ring -1- must be inserted with the three drivers -arrow A- into the recesses of the synchronizer body -2-.
- Then position the outer ring and the inner ring in the fitting position ⇒ [page 335](#) .
- During installation, subsequently turn the 1st gear -3- in such a way that the pegs -arrow B- on the outer ring are inserted into the recesses -arrow C- of the sliding gear.



2.2.2 Alteration of the 3rd and 4th gear synchronisation as of 06/2010

These modification measures affect the following components:

- ◆ 3rd and 4th gear sliding gears
- ◆ 3rd and 4th gear synchronizer rings
- ◆ Sliding sleeve with 3rd and 4th gear synchronizer body

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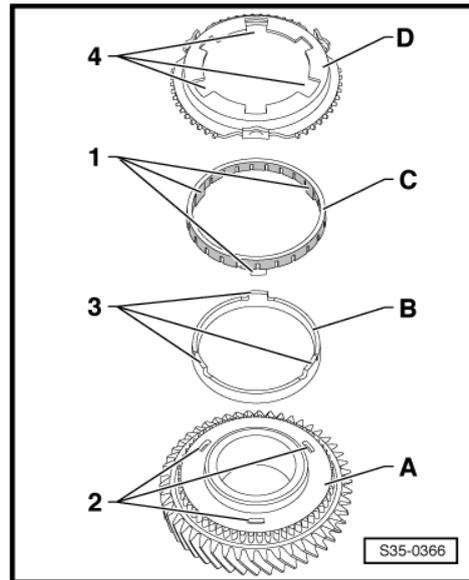
Note

- ◆ Assign components via the ⇒ *Electronic catalogue of original parts* .
- ◆ If components are not replaced, make sure that they are assigned again to the original gear.
- ◆ Check 3rd gear synchronizer rings for wear ⇒ [page 338](#) or ⇒ [page 339](#) .
- ◆ Check 4th gear synchronizer ring for wear ⇒ [page 339](#) .

3rd gear synchronisation as of 06/2010

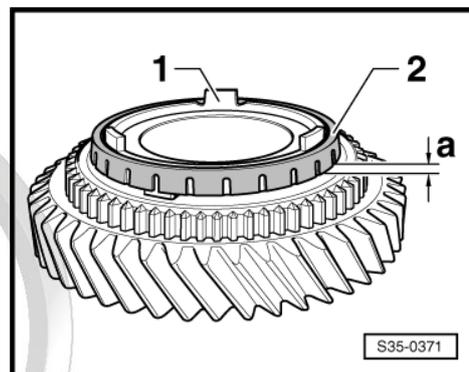
Fitting position of 3rd gear synchronizer rings

- Position inner ring -B- onto the sliding gear -A-.
- Position outer ring -C-.
- The pegs -1- of the outer ring -C- must be inserted into the recesses -2- of the sliding gear -A-.
- Position the synchronizer ring -D-.
- The drivers -3- of the inner ring -A- must be inserted into the deeper recesses -4- of the synchronizer ring -D-.



Inspect the inner friction surface of the outer ring -2- for wear

- First position the inner ring -1- and subsequently the outer ring -2- in the fitting position on the sliding gear ⇒ [page 338](#) .
- Press the outer ring onto the cone of the inner ring and measure the gap -a- (between sliding gear and outer ring) at 3 points, offset by 120°, with a feeler gauge. Note the mean value.



Clearance -a-	Wear limit
3rd gear	0.4 mm

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Check the outer friction surface of the outer ring for wear

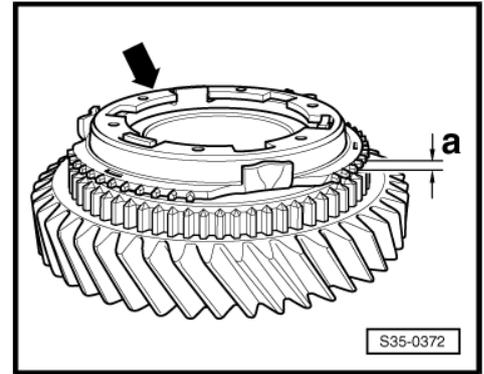
- Inspect synchronizer ring -arrow- on the inner friction surface for scoring and radial bearing marks, replace if necessary.
- Position inner ring, outer ring and synchronizer ring in fitting position ⇒ [page 338](#) on the sliding gear and »screw in«.

 **Note**

»Screw in« means: Turn synchronizer rings by one revolution while pressing on the rings simultaneously.

- Then measure the gap -a- at 3 points, offset by 120°, with a feeler gauge . Note the mean value.

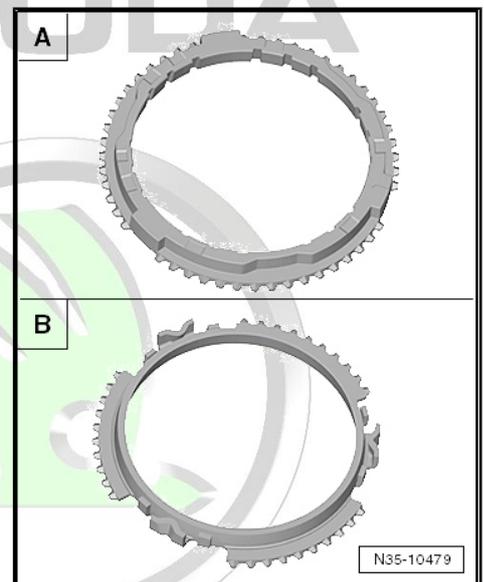
Clearance -a-	Wear limit
3rd gear	0.8 mm



 **Note**

- ◆ When measuring, insert the feeler gauge in the area of the synchronizer ring serration.
- ◆ When measuring, do not push the feeler gauge under the outer ring, only measure the gap -a- between sliding gear and synchronizer ring.
- ◆ Replace the inner ring, outer ring and synchronizer ring together for the relevant gear ⇒ *Electronic Catalogue of Original Parts* .

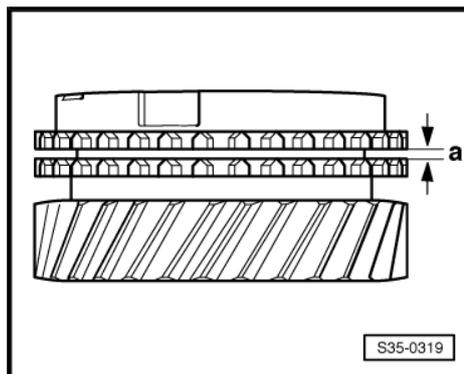
Checking 4th gear synchronizer ring for wear



- Press the synchronizer ring on the cone of the sliding gear and measure clearance -a- with a feeler gauge.

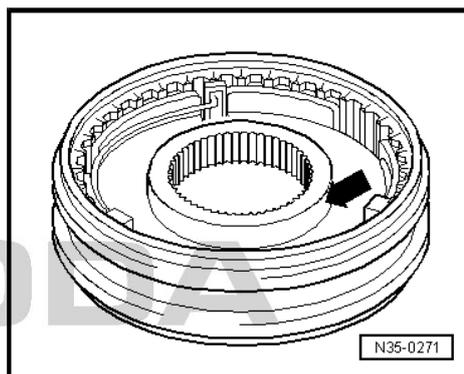
-A- synchronizer ring made of brass		
Clearance -a-	Fitting dimension	Wear limit
4th gear	1.0 ... 1.7 mm	0.5 mm

--B-- synchronizer ring made of steel sheet		
Clearance -a-	Fitting dimension	Wear limit
4th gear	1.3 ... 2.4 mm	0.8 mm

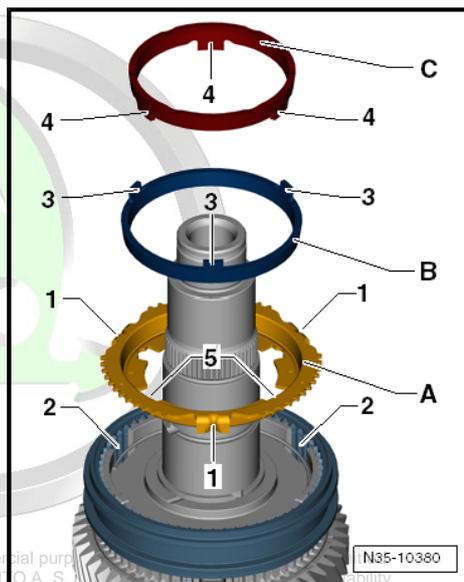


Fitting position of the sliding sleeve/3rd and 4th gear synchronizer body

The wider collar of the synchronizer body -arrow- points towards the 3rd gear.



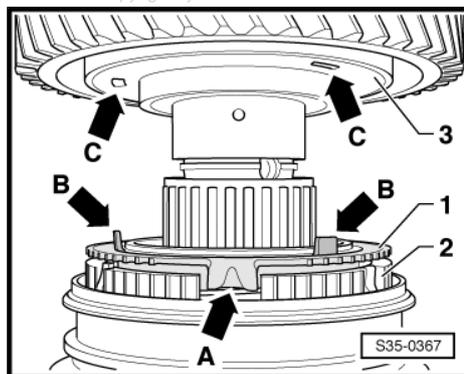
Fitting position of the synchronizer ring, outer ring and 3rd gear inner ring as of 06/2010



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Position 3rd gear sliding gear on the output shaft as follows

- The synchronizer ring -1- must be inserted with the three drivers -arrow A- into the recesses of the synchronizer body -2-.
- Position the outer ring and the inner ring in the fitting position => [page 340](#) .
- During installation, subsequently turn the 3rd gear -3- in such a way that the pegs -arrow B- on the outer ring are inserted into the recesses -arrow C- of the sliding gear.



2.3 Setting output shaft gears 1 through 4

Special tools and workshop equipment required

- ◆ Washer - MP6-415 (3260)-
- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Universal dial gauge holder - MP3-447 (VW 387)-
- ◆ Retaining plate - T30027 (VW 801)-
- ◆ Thrust piece - T30042 (2050)-
- ◆ Assembly device - T30069 (VW 792)-
- ◆ Interior extractor , e.g. -Kukko 21/7-
- ◆ Countersupport , e.g. -Kukko 22/2-

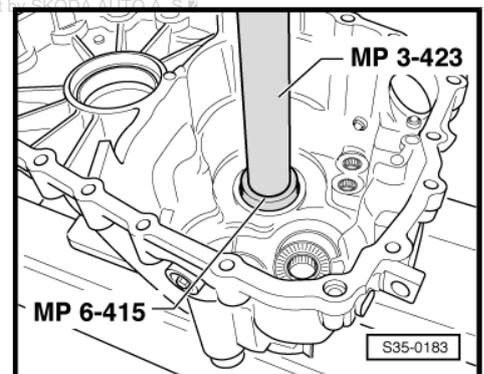
(Determine adjusting washer for output shaft)

The output shaft must be re-set when the following components are replaced:

- ◆ Gearbox housing
- ◆ Clutch housing
- ◆ Output shaft gears 1 through 4
- ◆ Tapered-roller bearing for output shaft

Requirements

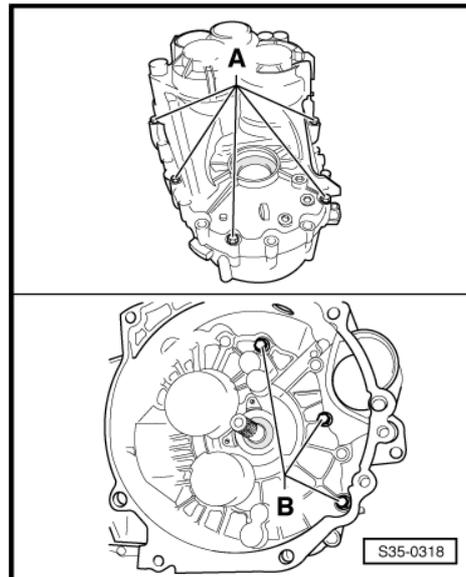
- Sealing surfaces of clutch and gearbox housing must be removed of sealant residues.
- During the measurement, only install the output shaft to be measured.
- Press outer ring/tapered-roller bearing with a 1.70 mm thick adjusting washer into the gearbox housing. While doing so support the gearbox housing with a pressure plate - T30042- directly below the bearing support.
- Insert complete output shaft gears 1 through 4 into the clutch housing.



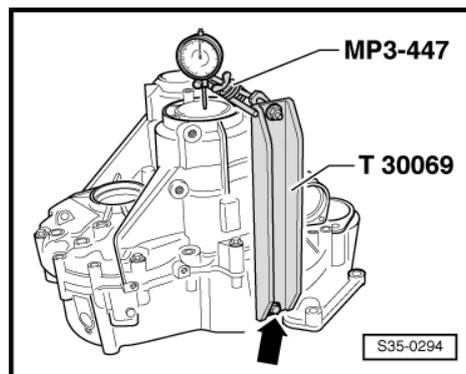


- Fit on gearbox housing and tighten screws -A- and -B- crosswise with tightening torque.

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- Mount the measuring tools and fasten with screw -arrow- to the clutch housing.
- Set dial gauge (3 mm measuring range) to "0" with a 1 mm bias.
- Slacken fixing screws of clutch housing/gearbox housing crosswise, until the screws release the gearbox housing or the output shaft.
- Read off measured value on dial gauge and note (example: 0.14 mm).



Note

If no measured value is displayed on the dial gauge when loosening the fixing screws of the clutch housing/gearbox housing, install the adjusting washer 1.95 mm or if necessary the adjusting washer 2.20 mm for the measurement.

2.3.1 Determine the adjusting washer

The prescribed bearing preload is reached by removing the established measured value (0.14 mm) from the inserted adjusting washer (1.70 mm) and by adding a constant compression value (0.20 mm).

Example

inserted washer	1.70 mm
- measured value	0.14 mm
+ compression (constant value)	0.20 mm
Thickness of the adjusting washer	1.76 mm

- Determine thickness of the adjusting washer according to the table ⇒ [page 343](#) .

- Remove the gearbox housing and pull out the outer ring/tapered-roller bearing from the gearbox housing.

A - Countersupport , e.g. -Kukko 22/2-

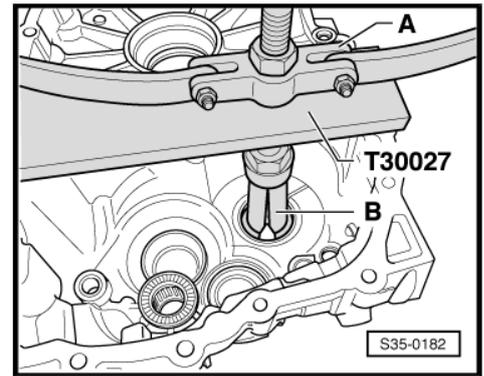
B - Interior extractor 46...58 mm , e.g. -Kukko 21/7-

- Remove the inserted adjusting washer (1.70 mm thick) from the gearbox housing.

Adjusting washer table

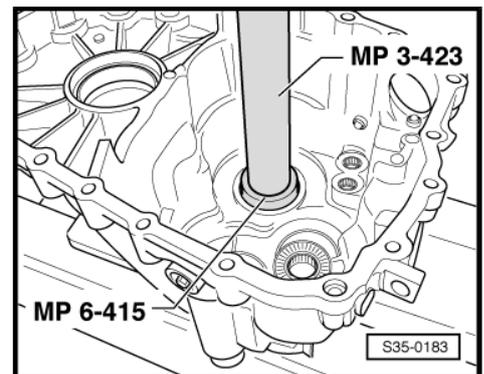
Thickness (mm)	Part number
1.45	084 409 383 AG
1.50	084 409 383 AH
1.55	084 409 383 AJ
1.60	084 409 383 AK
1.65	084 409 383 AL
1.70	084 409 383 AM
1.75	084 409 383 AN
1.80	084 409 383 AP
1.85	084 409 383 AQ
1.90	084 409 383 AR
1.95	084 409 383 AS
2.00	084 409 383 AT
2.05	084 409 383 BA
2.10	084 409 383 BB
2.15	084 409 383 BC
2.20	084 409 383 BD
2.25	084 409 383 BE

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Different tolerances allow to select the required thickness for each washer very precisely.

- Press in outer ring/tapered-roller bearing with the determined adjusting washer (in the example: 1.75 mm). While doing so support the gearbox housing with a pressure plate - T30042- directly below the bearing support.

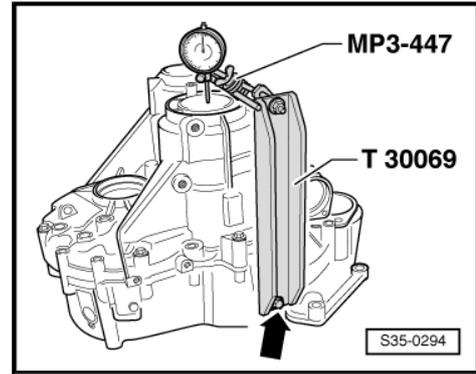


2.3.2 Control measurement

- Determined adjusting washer fitted.



- Mount the measuring tools and fasten with screw -arrow- to the clutch housing.
- Set dial gauge (3 mm measuring range) to "0" with a 1 mm bias.
- Slacken fixing screws of clutch housing/gearbox housing crosswise, until the screws release the gearbox housing or the output shaft.
- The dial gauge must indicate a value of 0.15 mm to 0.25 mm if the adjusting washer has been correctly chosen.



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3 Output shaft 5th, 6th gear/reverse gear

Output shaft 5th, 6th gear/reverse gear disassemble and assemble ⇒ [page 346](#) .

Output shaft 5th, 6th gear/reverse gear adjust ⇒ [page 352](#) .

Special tools and workshop equipment required

- ◆ Pressure plate - MP3-406 (VW 401)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Thrust piece - MP3-410 (VW 434)-
- ◆ Thrust piece - MP3-411 (VW 454)-
- ◆ Press-on sleeve - MP3-412 (VW 455)-
- ◆ Pressure washer - MP3-413 (VW 510)-
- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Pressure spindle - MP3-448 (VW 408)-
- ◆ Pipe section - MP3-450 (VW 415A)-
- ◆ Thrust piece - MP3-453 (VW 431)-
- ◆ Alignment rails - MP3-457 (VW 457)-
- ◆ Pipe section - MP3-461 (VW 519)-
- ◆ Thrust plate - MP3-467 (40-105)-
- ◆ Thrust piece - MP3-4014 (VW 432)-
- ◆ Washer - MP6-415 (3260)-
- ◆ Assembly stand - MP9-101-
- ◆ Gearbox mount - T30109 (VW 353)-
- ◆ Gearbox mount - T30108-
- ◆ Retaining plate - T30027 (VW 801)-
- ◆ Thrust piece - T30042 (2050)-
- ◆ Pipe - T30055 (3296)-
- ◆ Thrust piece - T30091 (40-202)-
- ◆ Tapered-roller bearing extractor - V.A.G 1582-
- ◆ Gripper - V.A.G 1582/4-
- ◆ Gripper - V.A.G 1582/7-
- ◆ Separating device , e.g. -Kukko 17/2-
- ◆ Interior extractor , e.g. -Kukko 21/7-
- ◆ Countersupport , e.g. -Kukko 22/2-



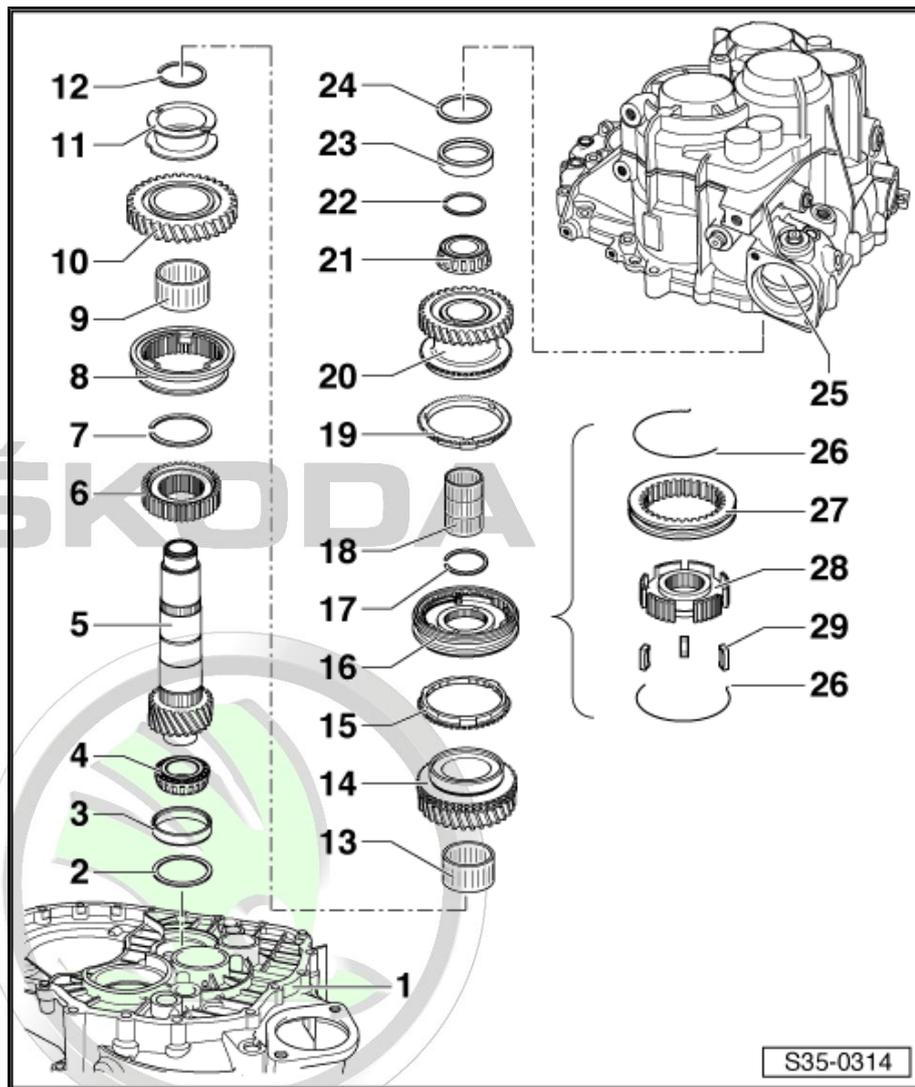
3.1 Disassembling and assembling output shaft 5th/6th gear and reverse gear



Note

- ◆ If the output shaft or tapered-roller bearing is replaced, it is necessary to adjust the output shaft ⇒ [page 352](#) .
- ◆ Replace both tapered-roller bearings together.

- 1 - Clutch housing
- 2 - Washer
 - always 0.65 mm thick
- 3 - Outer ring/tapered-roller bearing
 - removing ⇒ [page 347](#)
 - installing ⇒ [page 348](#)
- 4 - Inner ring/tapered-roller bearing
 - remove ⇒ [page 349](#)
 - pressing on ⇒ [page 352](#)
- 5 - Output shaft
 - 5th/6th and reverse gear
 - adjust ⇒ [page 352](#)
- 6 - Reverse gear synchronizer body
 - remove ⇒ [page 349](#)
 - Fitting position ⇒ [page 349](#)
 - pressing on ⇒ [page 349](#)
- 7 - Circlip
- 8 - Reverse gear sliding sleeve
 - with synchronizer ring
- 9 - Needle bearing
 - for reverse gear sliding gear
- 10 - Reverse gear sliding gear
- 11 - Bushing
 - pressing off with reverse gear sliding gear ⇒ [page 348](#)
 - Fitting position: broad collar of bushing points to the reverse gear sliding gear
 - pressing on ⇒ [page 350](#)
- 12 - Circlip
- 13 - Needle bearing
 - for 6th gear
- 14 - 6th gear sliding gear
- 15 - 6th gear synchronizer ring
 - out of brass or steel sheet



- check for wear ⇒ [page 350](#)

16 - Sliding sleeve with 5th and 6th gear synchronizer body

- after removing the circlip -Pos. 17- press off with the 6th gear sliding gear ⇒ [page 348](#)
- disassembling ⇒ [page 350](#)
- Assembling sliding sleeve/synchronizer body ⇒ [page 350](#) and ⇒ [page 351](#)
- pressing on ⇒ [page 351](#)

17 - Circlip

18 - Needle bearing

- for 5th gear

19 - 5th gear synchronizer ring

- out of brass or sheet metal
- check for wear ⇒ [page 350](#)

20 - 5th gear sliding gear

21 - Inner ring/tapered-roller bearing

- remove ⇒ [page 348](#)
- pressing on ⇒ [page 351](#)

22 - Circlip

- determine ⇒ [page 351](#) when replacing the tapered-roller bearing -Pos. 21- and the output shaft -Pos. 5-

23 - Outer ring/tapered-roller bearing

- removing ⇒ [page 352](#)
- installing ⇒ [page 352](#)

24 - Adjusting washer

- Determine thickness ⇒ [page 354](#)

25 - Gearbox housing

26 - Spring

- Fitting position ⇒ [page 351](#)

27 - Sliding sleeve

28 - Synchronizer body

29 - Arresters (3 pieces)

- Fitting position ⇒ [page 350](#)

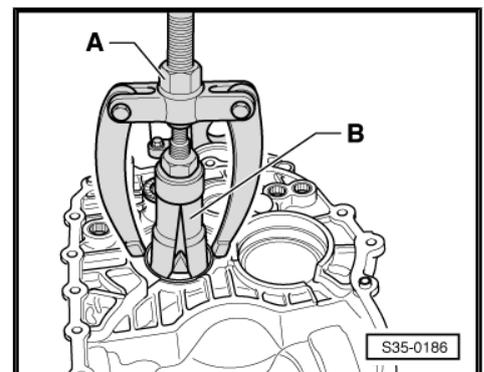
Remove outer ring/tapered-roller bearing

A - Countersupport , e.g. -Kukko 22/2-

B - Interior extractor 46...58 mm , e.g. -Kukko 21/7-

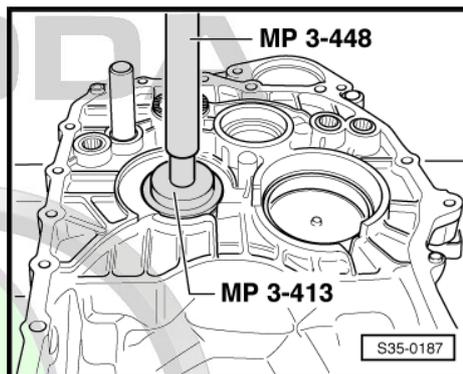


After pulling out the washer check for damage, if necessary re-place.



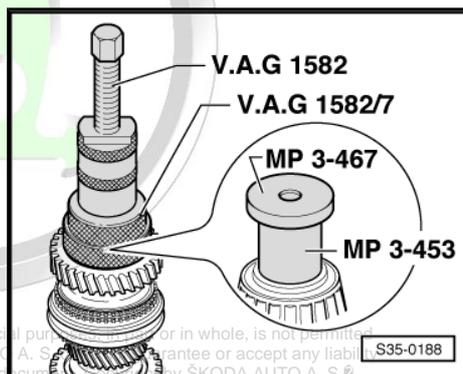
Press outer ring/tapered-roller bearing into the clutch housing

- Position washer under outside ring.
- Support the clutch housing with a pressure plate - T30091- directly below the bearing support.



Removing inner ring/tapered-roller bearing

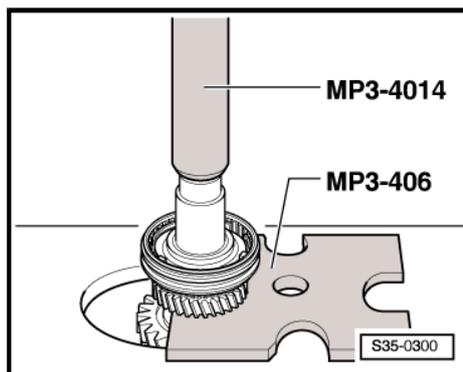
- First remove the circlip.
- Before fitting the extractor position thrust piece - MP3-453- and pressure plate - MP3-467- on output shaft.



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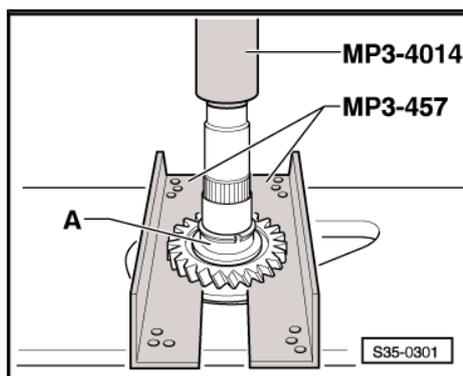
Pressing off 5th and 6th gear synchronizer body/sliding with sliding gear for 6th gear

- First remove the circlip.



Pressing off bushing -A- with reverse gear sliding gear

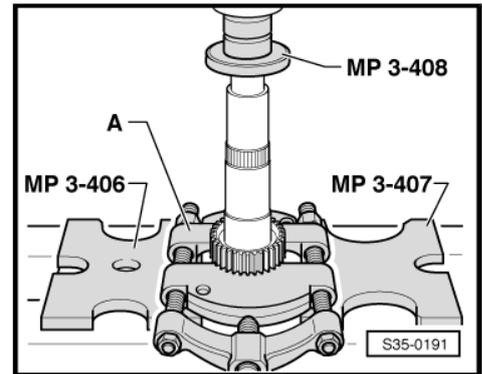
- First remove the circlip.



Pressing off reverse gear synchronizer body

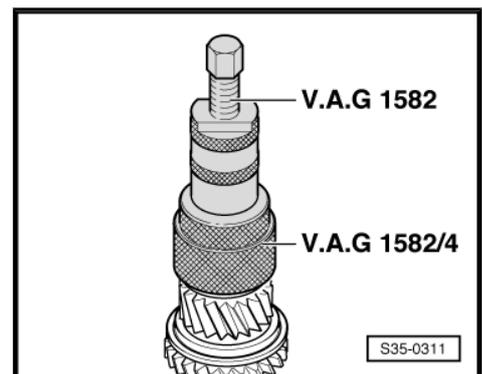
- First remove the circlip.

A - Separating device 22...115 mm , e.g. -Kukko 17/2-



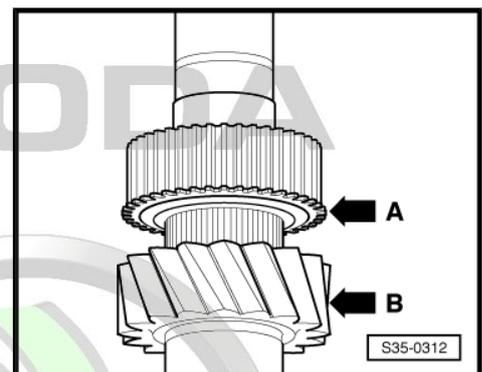
Removing inner ring/tapered-roller bearing

- Before fitting the extractor, position pressure plate - MP3-410- on the output shaft.



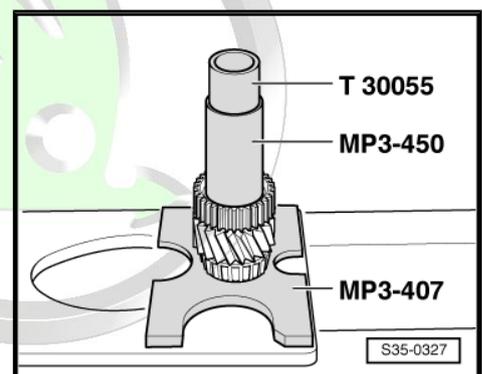
Fitting position of reverse gear synchronizer body

The stop -arrow A- for the reverse gear sliding sleeve points towards the output shaft serration -arrow B-.



Pressing on reverse gear synchronizer body

- Install circlip.



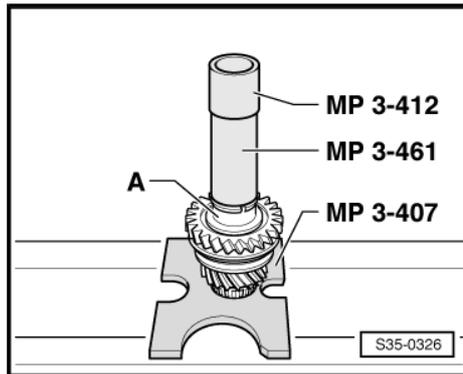
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Pressing on bushing -A-

Fitting position: Broad collar points towards the reverse gear sliding gear.

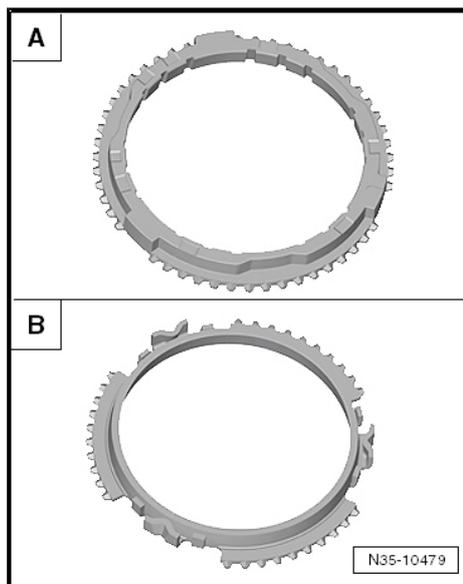
- Install circlip.



Check 5th and 6th gear synchronizer ring for wear

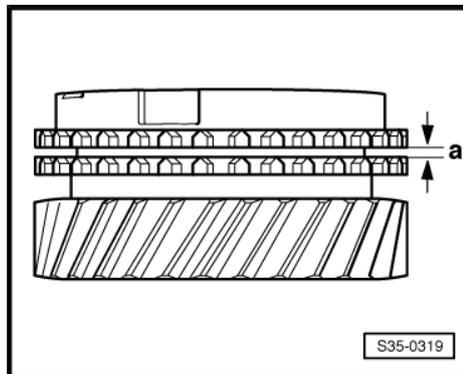
-A- = synchronizer ring made of brass		
Clearance -a-	Installation dimension	Wear limit
5th and 6th gear	1.0 ... 1.7 mm	0.5 mm

-B-- synchronizer ring made of steel sheet		
Dimension -a-	Installation dimension	Wear limit
5th and 6th gear	1.2 ... 2.1 mm	0.8 mm



- Press the synchronizer ring on the cone of the sliding gear and measure clearance -a- with a feeler gauge.

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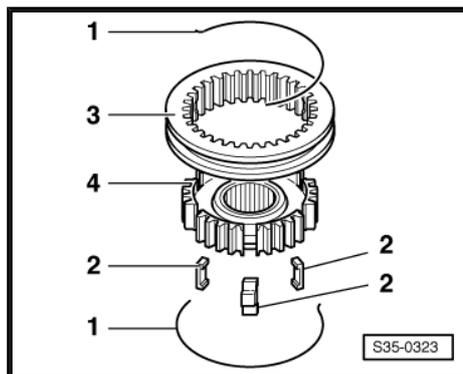
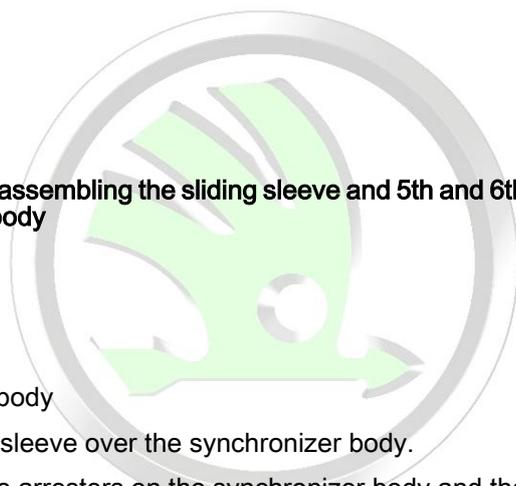


Disassembling and assembling the sliding sleeve and 5th and 6th gear synchronizer body

- 1 - Spring
- 2 - Arresters
- 3 - Sliding sleeve
- 4 - Synchronizer body

- Slide the sliding sleeve over the synchronizer body.

The recesses for the arresters on the synchronizer body and the sliding sleeve must be positioned above one another.



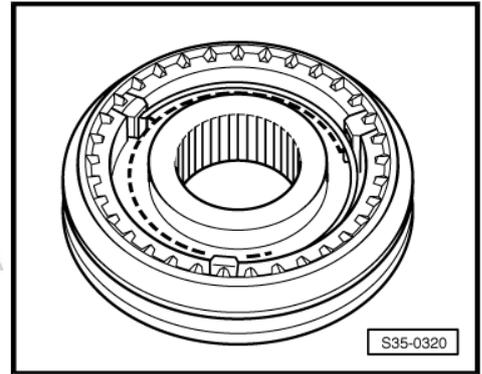
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Assembly of the sliding sleeve/5th and 6th gear synchronizer body

The sliding sleeve is drawn over the synchronizer body.

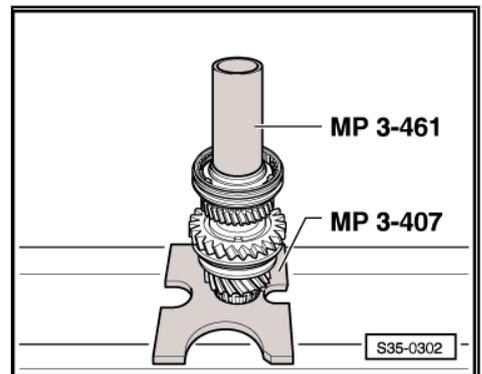
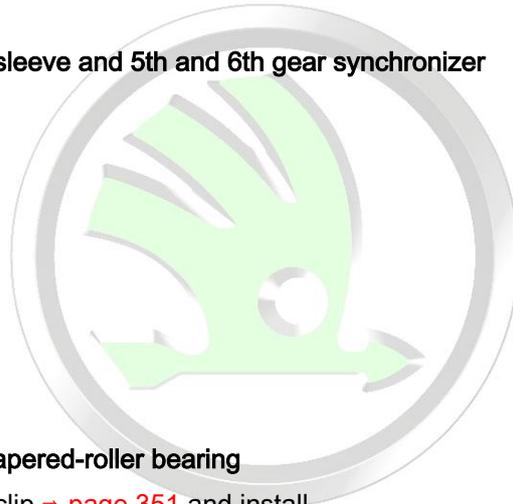
- Insert arresters and mount springs with 120° offset. The angled end of the spring must grip into the hollow arrester.

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Press on the sliding sleeve and 5th and 6th gear synchronizer body

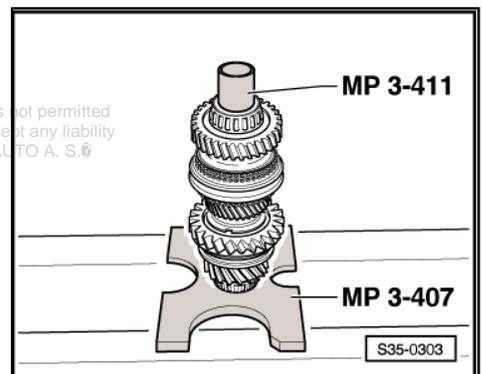
- Install circlip.



Press on inner ring/tapered-roller bearing

- Determine the circlip ⇒ [page 351](#) and install.

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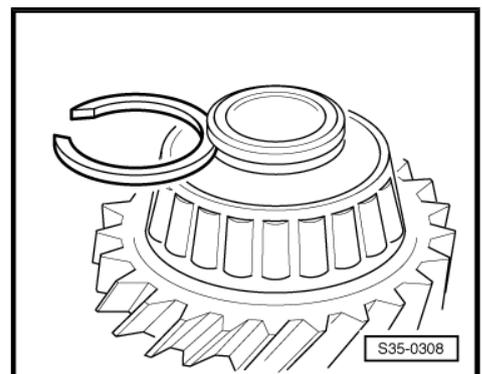


Determining the circlip

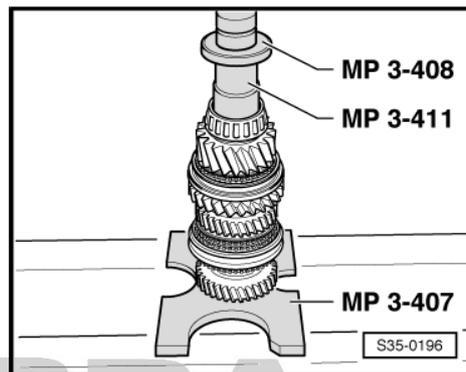
- Determine the thickest circlip - that can be fitted - and insert.

The following circlips are available:

Thickness (mm)	Part number
1.79	02M 311 187 G
1.83	02M 311 187 F
1.86	02M 311 187 E
1.89	02M 311 187 D
1.92	02M 311 187 C
1.95	02M 311 187 B
1.98	02M 311 187 A



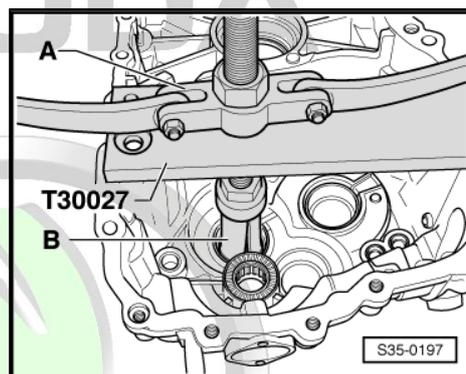
Press on inner ring/tapered-roller bearing



Remove outer ring/tapered-roller bearing from gearbox housing

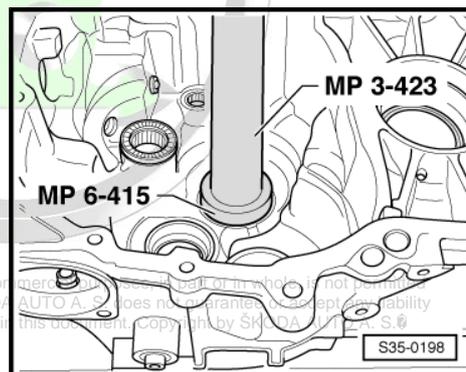
A - Countersupport , e.g. -Kukko 22/2-

B - Interior extractor 46...58 mm , e.g. -Kukko 21/7-



Press in outer ring/tapered-roller bearing in the gearbox housing

- Support the gearbox housing with a pressure plate - T30042- directly below the bearing support.



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3.2 Adjusting output shaft 5th, 6th gear/reverse gear

Special tools and workshop equipment required

- ◆ Washer - MP6-415 (3260)-
- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Universal dial gauge holder - MP3-447 (VW 387)-
- ◆ Gearbox mount - T30109 (VW 353)-
- ◆ Gearbox mount - T30108-
- ◆ Retaining plate - T30027 (VW 801)-
- ◆ Thrust piece - T30042 (2050)-
- ◆ Assembly device - T30069 (VW 792)-
- ◆ Interior extractor , e.g. -Kukko 21/7-
- ◆ Countersupport , e.g. -Kukko 22/2-

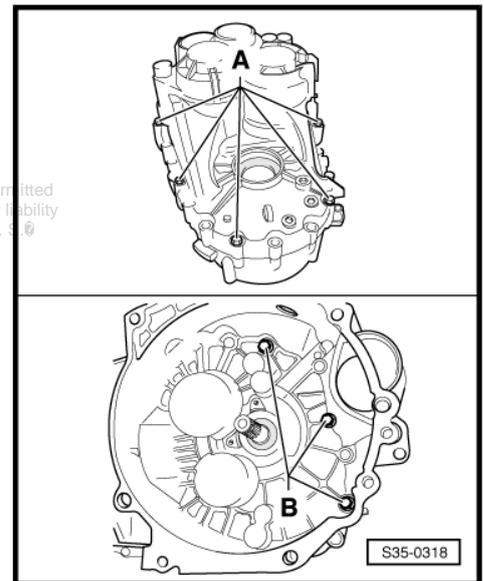
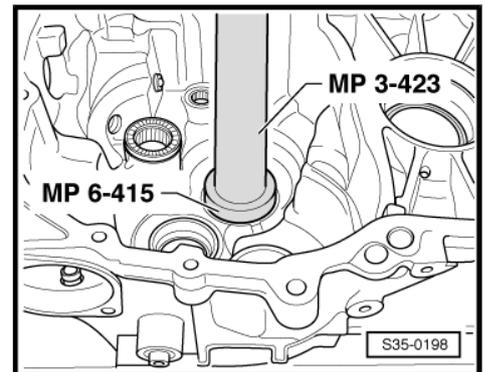
The output shaft must be re-set when the following components are replaced:

- ◆ Gearbox housing
- ◆ Clutch housing
- ◆ Output shaft 5th/6th gear/reverse gear
- ◆ Tapered-roller bearing for output shaft

Setting overview ⇒ [page 376](#)

Requirements

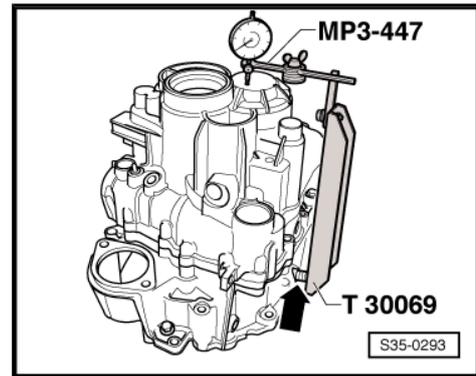
- Sealing surfaces of clutch and gearbox housing must be removed of sealant residues.
- During the measurement, only install the output shaft to be measured.
- Press outer ring/tapered-roller bearing with a 1.70 mm thick adjusting washer into the gearbox housing. While doing so support the gearbox housing with a pressure plate - T30042- directly below the bearing support.
- Insert complete output shaft 5th/6th gear and reverse gear into the clutch housing.
- Fit on gearbox housing and tighten screws -A- and -B- cross-wise with tightening torque.



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- Mount the measuring tools. Fit washers with a total thickness of 8 mm at the fixing screws -arrow- for assembly device - T30069- onto the clutch housing.
- Set dial gauge (3 mm measuring range) to “0” with a 1 mm bias.
- Slacken fixing screws of clutch housing/gearbox housing crosswise, until the screws release the gearbox housing or the output shaft.
- Read off measured value on dial gauge and note (example: 0.25 mm).



Note

If no measured value is displayed on the dial gauge when loosening the fixing screws of the clutch housing/gearbox housing, install the adjusting washer 1.95 mm or if necessary the adjusting washer 2.20 mm for the measurement.

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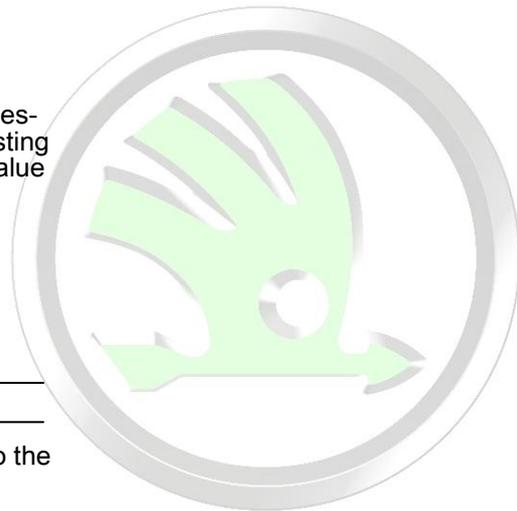
3.2.1 Determine the adjusting washer

The prescribed bearing preload is reached by removing the established measured value (0,25 mm) from the inserted adjusting washer (1.70 mm) and by adding a constant compression value (0.20 mm).

Example

inserted washer	1.70 mm
- measured value	0.25 mm
+ pressure (const. value)	0.20 mm
Thickness of the adjusting washer	1.65 mm

- Determine thickness of the adjusting washer according to the table ⇒ [page 355](#) .



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- Remove the gearbox housing and pull out the outer ring/tapered-roller bearing from the gearbox housing.

A - Countersupport , e.g. -Kukko 22/2-

B - Interior extractor 46...58 mm , e.g. -Kukko 21/7-

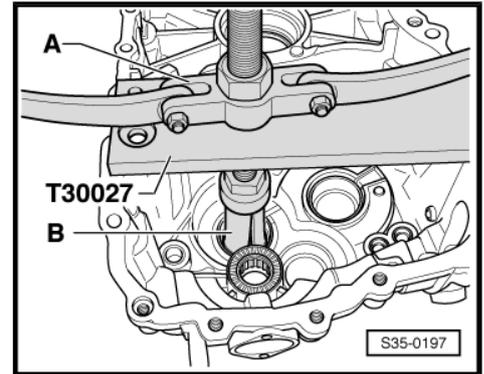
- Remove the inserted adjusting washer (1.70 mm thick) from the gearbox housing.

Adjusting washer table

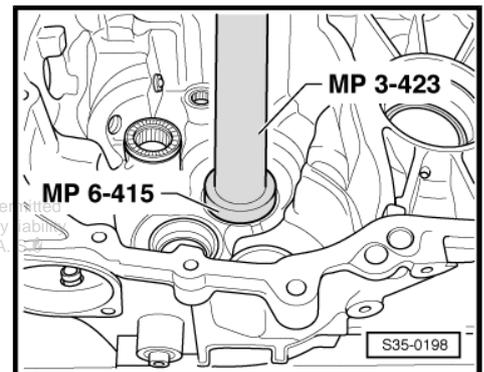
Thickness (mm)	Part number
1.50	084 409 383 AH
1.55	084 409 383 AJ
1.60	084 409 383 AK
1.65	084 409 383 AL
1.70	084 409 383 AM
1.75	084 409 383 AN
1.80	084 409 383 AP
1.85	084 409 383 AQ
1.90	084 409 383 AR
1.95	084 409 383 AS
2.00	084 409 383 AT
2.05	084 409 383 BA
2.10	084 409 383 BB
2.15	084 409 383 BC
2.20	084 409 383 BD
2.25	084 409 383 BE

Different tolerances allow to select the required thickness for each washer very precisely.

- Press in outer ring/tapered-roller bearing with the determined adjusting washer (in the example: 1,65 mm). While doing so support the gearbox housing with a pressure plate - T30042- directly below the bearing support.



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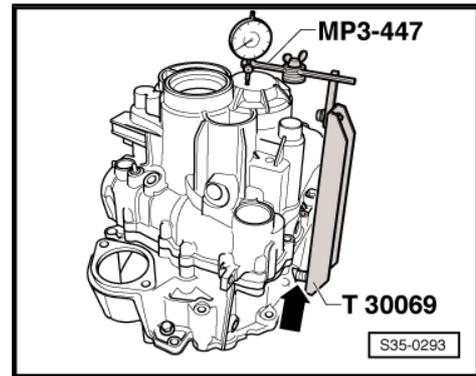


3.2.2 Control measurement

- Determined adjusting washer fitted.



- Mount the measuring tools. Fit washers with a total thickness of 8 mm at the fixing screws -arrow- for assembly device - T30069- onto the clutch housing.
- Set dial gauge (3 mm measuring range) to "0" with a 1 mm bias.
- Slacken fixing screws of clutch housing/gearbox housing crosswise, until the screws release the gearbox housing or the output shaft.
- The dial gauge must indicate a value of 0.15 mm to 0.25 mm if the adjusting washer has been correctly chosen.



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39 – Final drive - differential

1 Replacing gasket rings for flange shaft or rigid shaft with gearbox installed

Replacing the left flange shaft gasket ring ⇒ [page 357](#) .

Replace the gasket ring for the right rigid shaft (Octavia II with front-wheel drive) ⇒ [page 358](#) .

Replace gasket ring for right flange shaft (front-wheel drive) ⇒ [page 359](#) .

Replace gasket ring for right flange shaft (four-wheel drive) ⇒ [page 361](#) .

Replace gasket rings between angle gearbox and manual gearbox (four-wheel drive) ⇒ [page 361](#) .

Replace needle bearing and gasket ring on right flange shaft (four-wheel drive) ⇒ [page 363](#) .

Replace gasket ring for angle gearbox output flange (four-wheel drive) (Octavia II, Superb II and Yeti) ⇒ [page 366](#) .

Replace gasket ring for angle gearbox output flange (Octavia III) ⇒ [page 369](#) .

1.1 Replacing the left flange shaft gasket ring

Special tools and workshop equipment required

- ◆ Multi-purpose tool - MP3-419 (VW 771)-
- ◆ Extraction hook - MP3-419/37 (VW 771/37)-
- ◆ Thrust piece - T30028 (3305)-
- ◆ Catch pan
- ◆ Sealing grease - G 052 128 A1-

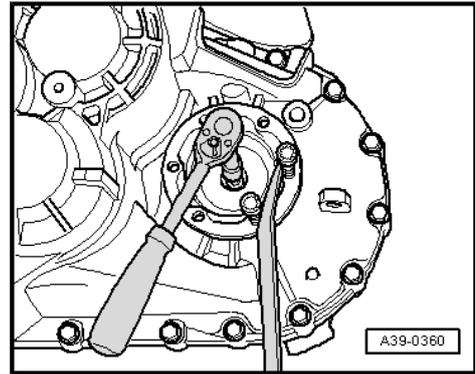
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1.1.1 Removing

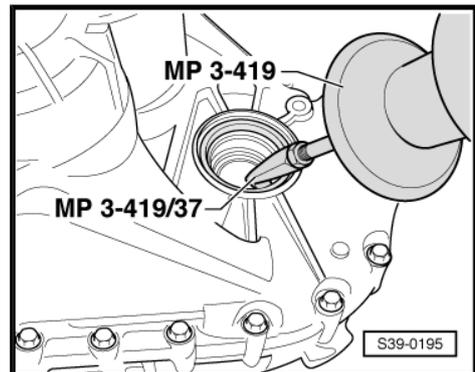
- Remove front left wheel ⇒ Chassis; Rep. gr. 44 and raise vehicle.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove the front left wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Turn steering to full left lock.
- Remove left drive shaft ⇒ Chassis; Rep. gr. 40 .
- Position the catch pan under the gearbox.



- Release the fixing screw for the flange shaft, to this end insert two screws in the flange and counterhold the flange shaft using an assembly lever.
- Remove the flange shaft with pressure spring.

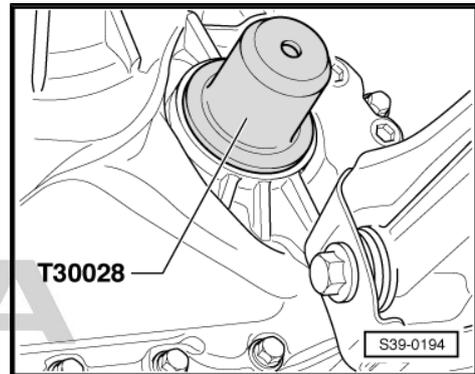


- Pull out gasket ring for flange shaft with multi-purpose tool - MP3-419- and -MP3-419/37- .



1.1.2 Install

- Drive the new seal ring in up to the stop, do not twist the seal ring.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Insert the flange shaft.
- Secure the flange shaft with the conical screw and tighten with tightening torque.
- Install left drive shaft ⇒ Chassis; Rep. gr. 40 .
- Check gear oil level ⇒ [page 223](#) .
- Install the front left wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .
- Install wheel ⇒ Chassis; Rep. gr. 44 .



Tightening torque

Component	Nm
Flange shaft on gearbox (conical screw)	⇒ page 259

1.2 Replace the gasket ring for the right rigid shaft (front-wheel drive) (Octavia II)

Special tools and workshop equipment required

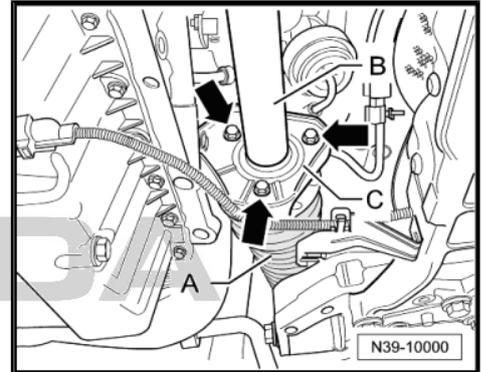
- ◆ Thrust piece - T40007-
- ◆ Catch pan
- ◆ Sealing grease - G 052 128 A1-

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- ◆ Grease for plug serration of clutch disc - G 000 100-

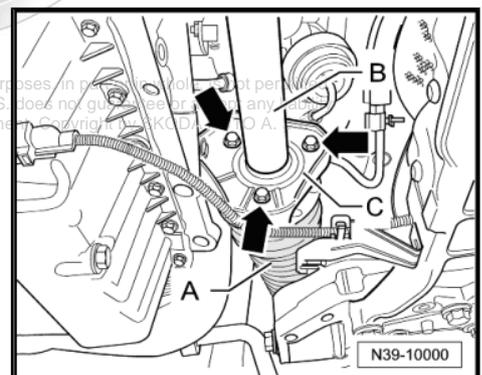
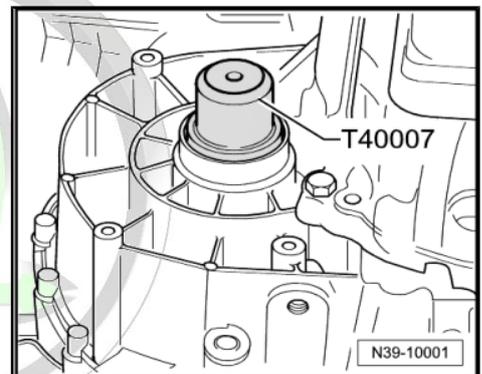
1.2.1 Removing

- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove right drive shaft -A- ⇒ Chassis; Rep. gr. 40 .
- Unscrew intermediate shaft -B- from bracket -C- -arrows- and pull off from the rigid shaft of the gearbox.
- Release fixing screw for rigid shaft.
- Position the catch pan under the gearbox.
- Remove the rigid shaft with pressure spring.
- Lever out gasket ring with assembly lever.



1.2.2 Install

- Drive the new seal ring in up to the stop, do not twist the seal ring.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Replace the O-ring on the rigid shaft.
- Insert rigid shaft.
- Secure the rigid shaft with the conical screw and tighten to the recommended tightening torque.
- Grease the spline on the rigid shaft with grease for plug serration of clutch disc - G 000 100- .
- Guide the intermediate shaft -B- through the bracket -C- onto the rigid shaft of the gearbox.
- Tighten intermediate shaft to bracket -arrows- ⇒ Chassis; Rep. gr. 40 .
- Install right drive shaft -A- ⇒ Chassis; Rep. gr. 40 .
- Check gear oil level ⇒ [page 223](#) .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



Tightening torque

Component	Nm
Rigid shaft on gearbox (conical screw)	⇒ page 261

1.3 Replace gasket ring for right flange shaft (front-wheel drive)

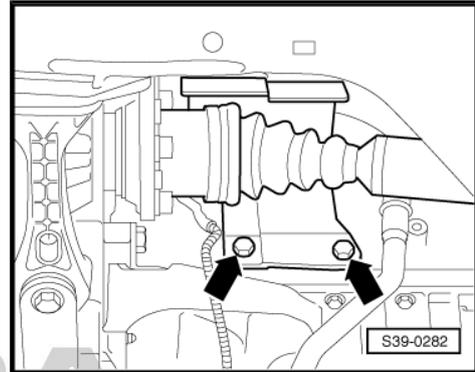
Special tools and workshop equipment required

- ◆ Thrust piece - T30028 (3305)-
- ◆ Catch pan

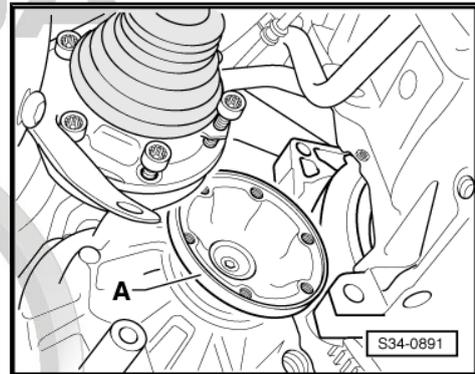
◆ Sealing grease - G 052 128 A1-

1.3.1 Removing

- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove heat shield for right drive shaft (if present) from the engine -arrows-.

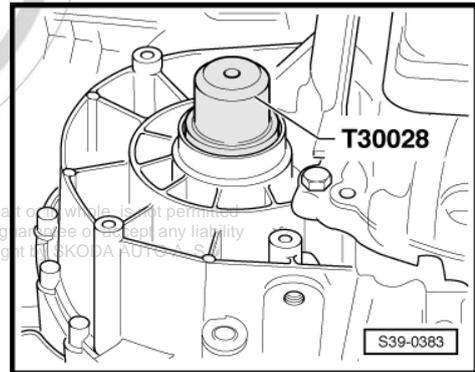


- Unscrew the right drive shaft from the flange shaft -A- of the gearbox ⇒ Chassis; Rep. gr. 40
- Tie up the drive shaft as far as possible. Avoid damaging the paintwork on the drive shaft during this operation.
- Position the catch pan under the gearbox.
- Release the fixing screw for the right flange shaft, to this end insert two screws in the flange and counterhold the flange shaft using an assembly lever.
- Remove the flange shaft with pressure spring.
- Lever out gasket ring with assembly lever.



1.3.2 Install

- Drive the new seal ring in up to the stop, do not twist the seal ring.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Insert the flange shaft.
- Secure the flange shaft with the conical screw and tighten with tightening torque.
- Screw the right drive shaft onto the flange shaft of the gearbox ⇒ Chassis; Rep. gr. 40 .
- Install heat shield for right drive shaft (if present) at the engine.
- Check gear oil level ⇒ [page 223](#) .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



Tightening torques

Component	Nm
Flange shaft on gearbox (conical screw)	⇒ page 261
Heat shield of drive shaft to engine	⇒ page 219

1.4 Replacing the right flange shaft gasket ring (four-wheel drive)

Special tools and workshop equipment required

- ◆ Thrust piece - T10049-
- ◆ Oil seal extractor lever - MP3-418 (VW 681)-
- ◆ Catch pan
- ◆ Sealing grease - G 052 128 A1-



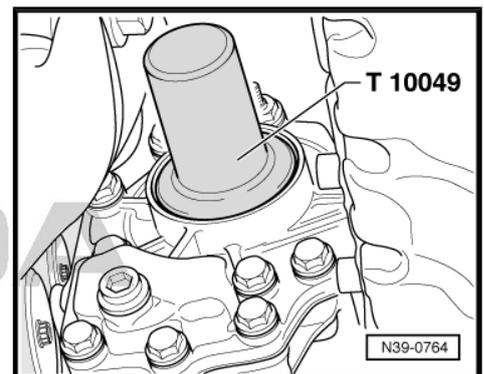
The gasket ring for the right flange shaft (four-wheel drive) can also be replaced on an installed gearbox.

1.4.1 Removing

- Remove right flange shaft ⇒ [page 384](#) .
- Take out old gasket ring with ejection lever - MP3-418 (VW 681)- .

1.4.2 Install

- Lightly oil new gasket ring at outer surface.
- Drive in the new gasket ring with pressure plate - T10049- up to the stop, do not twist the gasket ring.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Mount the right flange shaft ⇒ [page 385](#) .
- Inspecting oil level in the angle gearbox ⇒ [page 244](#) .



1.5 Replacing gasket rings between angle gearbox and manual gearbox (four-wheel drive)

Special tools and workshop equipment required

- ◆ Thrust piece - T10243-
- ◆ Thrust piece - T10298-
- ◆ Extractor tool - T20143-
- ◆ Catch pan
- ◆ Sealing grease - G 052 128 A1-

1.5.1 Replace gasket ring at angle gearbox

Removing

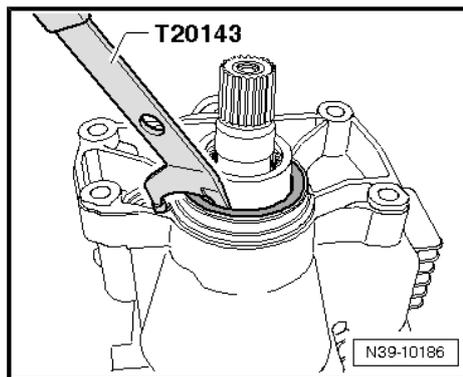
- Remove angle gearbox: Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted without the prior written permission of ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. © ⇒ [page 224](#) .
- ◆ Octavia II, Superb II and Yeti ⇒ [page 224](#) .
- ◆ Octavia III ⇒ [page 237](#) .



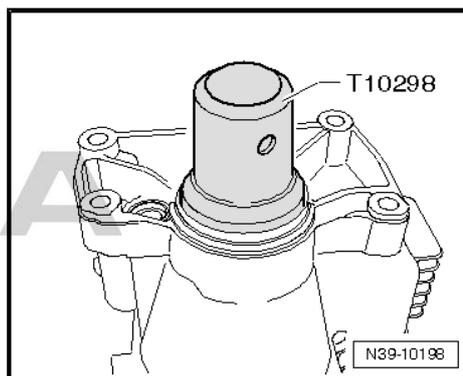
- Pull out gasket ring for angle gearbox with extractor tool - T20143- .

Install

- Lightly oil new gasket ring at outer surface.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .



- Drive in the new gasket ring with thrust piece - T10298- up to the stop, do not twist the new gasket ring.
- Install angle gearbox:
 - ◆ Octavia II, Superb II and Yeti ⇒ [page 224](#) .
 - ◆ Octavia III ⇒ [page 237](#) .
- Inspecting oil level in the angle gearbox ⇒ [page 244](#) .



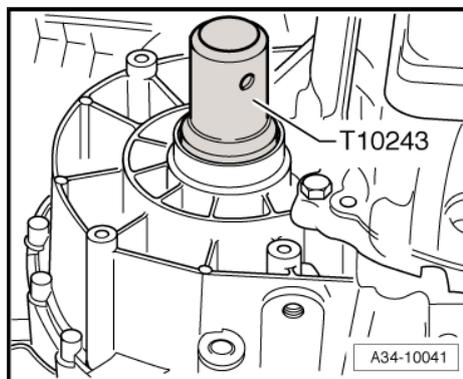
1.5.2 Replace gasket ring at manual gearbox

Removing

- Remove angle gearbox:
 - ◆ Octavia II, Superb II and Yeti ⇒ [page 224](#) .
 - ◆ Octavia III ⇒ [page 237](#) .
- Position the catch pan under the gearbox.
- Pull out gasket ring for manual gearbox with extractor tool - T20143- .

Install

- Lightly oil new gasket ring at outer surface.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Drive in the new gasket ring with thrust piece - T10243- up to the stop, do not twist the new gasket ring.
- Install angle gearbox:
 - ◆ Octavia II, Superb II and Yeti ⇒ [page 224](#) .
 - ◆ Octavia III ⇒ [page 237](#) .
- Inspect the gear oil level in the gearbox ⇒ [page 223](#) .
- Inspecting oil level in the angle gearbox ⇒ [page 244](#) .



1.6 Replacing the needle bearing and gasket ring on right flange shaft (four-wheel drive)

Special tools and workshop equipment required

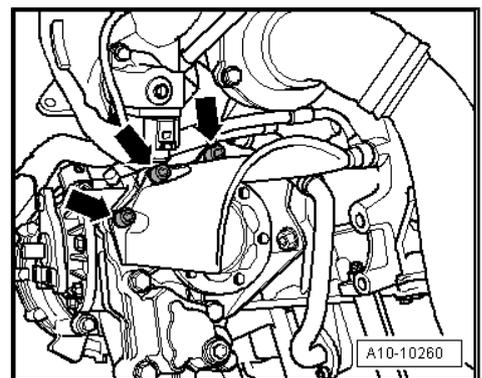
- ◆ Pressure plate - MP3-406 (VW 401)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Thrust piece - MP3-410 (VW 434)-
- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Assembly device - MP6-414 (3253)-
- ◆ Extractor - T10037-
- ◆ Assembly device - T10047-
- ◆ Socket insert - T10107A-
- ◆ Catch pan



1.6.1 Removing

- Loosen the front right wheel bolts.
- Raise vehicle:
 - ◆ ⇒ Maintenance ; Booklet Octavia II .
 - ◆ ⇒ Maintenance ; Booklet Superb II .
 - ◆ ⇒ Maintenance ; Booklet Yeti .
 - ◆ ⇒ Maintenance ; Booklet Octavia III .
- Detach the right front wheel ⇒ Chassis; Rep. gr. 44 .
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove the front right wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- If present, remove heat shield for drive shaft -arrows-.

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Vehicles with auxiliary heating

- On these vehicles, remove the coolant pipes -B- from the angle gearbox and the engine -arrow 2-.

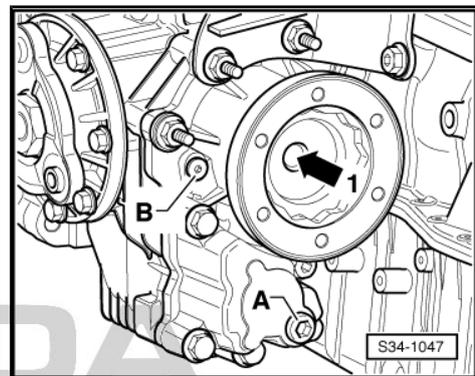
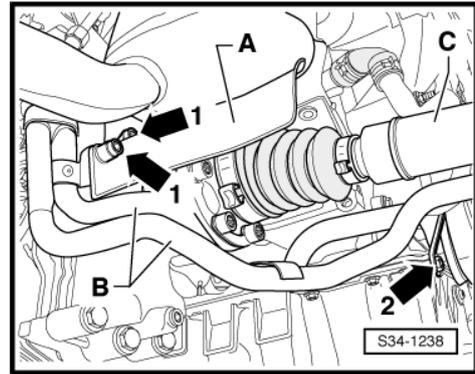


Note

In this case do not open the cooling system.

For all vehicles

- Remove drive shaft to the right ⇒ Chassis; Rep. gr. 40 .
- On vehicles with particle filter, if necessary remove the bracket for the particle filter ⇒ Engine; Rep. gr. 26 .
- Position the catch pan under the angle gearbox.
- Remove the right flange shaft bolt -arrow 1- using the socket insert - T10107A- .



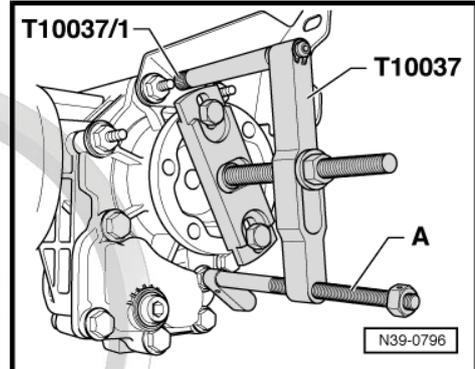
- Screw extractor - T10037- onto right flange shaft.



Note

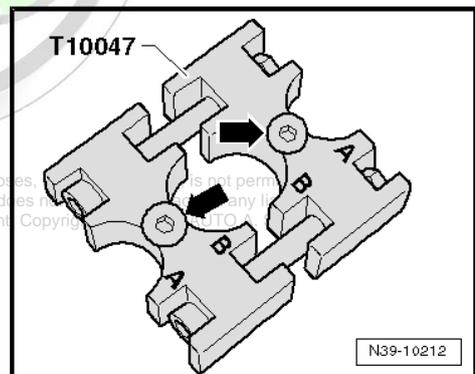
Use the extractor - T10037- to remove the right flange shaft so that the needle bearings on the flange shaft are not damaged.

- Insert the thrust piece - MP3-410- between the gearbox carrier and the knurled nut -T10037/1- .
- Align the extractor - T10037- with the support -A- parallel to the flange.
- Take out the flange shaft.

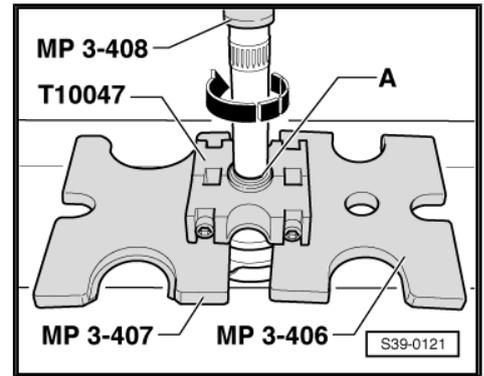


Install assembly device - T10047- as described further on:

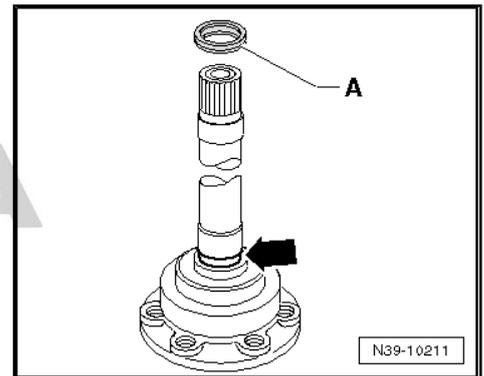
- Assemble both parts of the assembly device , so that the markings -B- point towards each other.
- The shoulders -arrows- must be under the bearing.
- Screw together both halves up to the stop.



- Remove circlip -A- for the needle bearing.
- In order to avoid damaging the contact surface of the needle bearing on the shaft, turn the shaft during the pressing procedure -arrow-.



- Remove gasket ring -A- from the slot -arrow-.

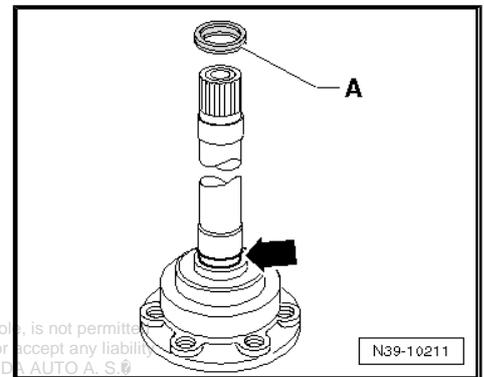


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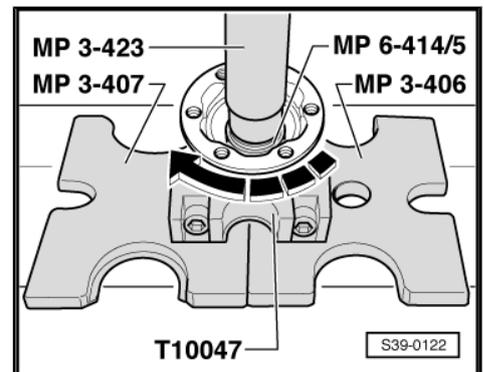
1.6.2 Install

- The installation occurs in reverse order, while paying attention to the following.
- Moisten gasket ring -A- with gear oil.
- Insert gasket ring -A- into the slot -arrow-.
- Install assembly device - T10047- ➔ [page 364](#) .

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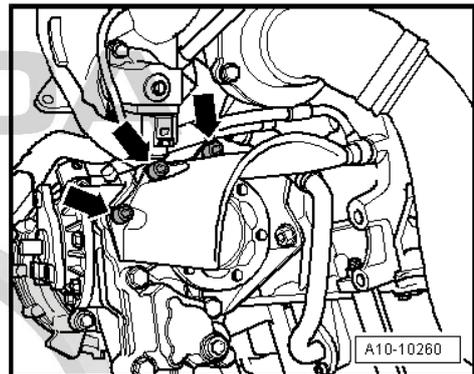
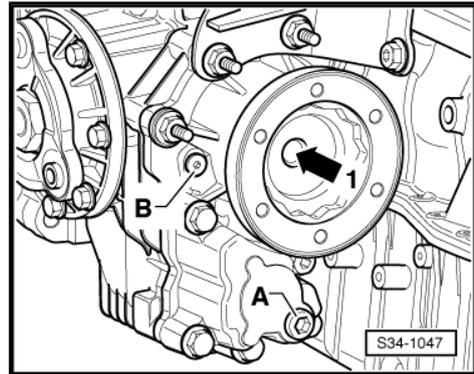
- In order to avoid damaging the contact surface of the needle bearing on the shaft, turn the shaft during the pressing procedure -arrow-.
- Secure bearing with new circlip ➔ Electronic Catalogue of Original Parts .
- Carefully drive in flange shaft (slowly turn flange shaft).





- Tighten the screw of the flange shaft -arrow 1- with socket insert - T10107A- .
- After installing the right flange shaft, check the oil level in the angle gearbox ⇒ [page 244](#) , to do so unscrew the oil filler plug -B-.
- Install right drive shaft ⇒ Chassis; Rep. gr. 40 .
- On vehicles with particle filter install the bracket for the particle filter, if it was removed ⇒ Engine; Rep. gr. 26 .

- Install heat shield for drive shaft -arrows-, if it was removed.

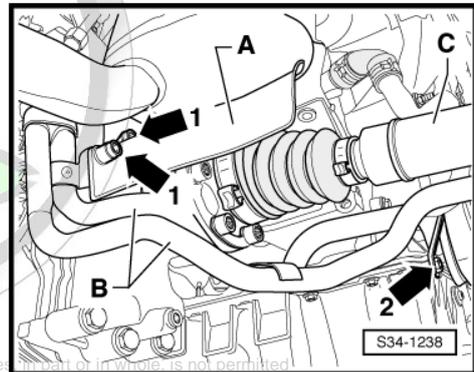


Vehicles with auxiliary heating

- On these vehicles, fit the coolant pipes -B- onto the double screws at the angle gearbox and install on the engine -arrow 2-.

For all vehicles

- Install the front right wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .
- Attach the right front wheel ⇒ Chassis; Rep. gr. 44 .



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Tightening torques

Component	Nm
Flange shaft on gearbox (conical screw)	⇒ page 264
Heat shield of drive shaft to angle gearbox	Octavia II and Superb II ⇒ page 219 Yeti and Octavia III ⇒ page 222

1.7 Replace gasket ring for angle gearbox output flange (four-wheel drive) (Octavia II, Superb II and Yeti)

Special tools and workshop equipment required

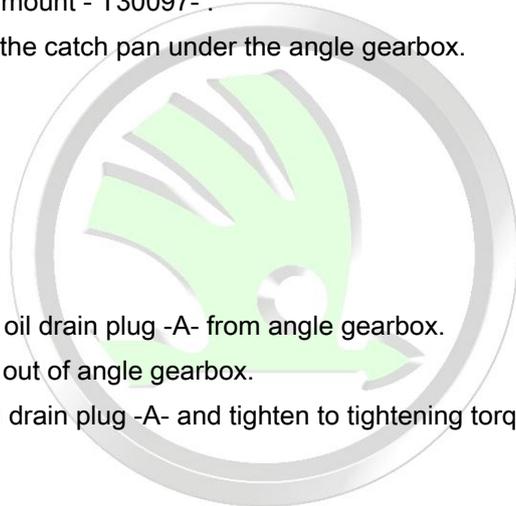
- ◆ Pipe section - MP3-414 (VW 516)-
- ◆ Multi-purpose tool - MP3-419 (VW 771)-
- ◆ Thrust plate - MP3-467 (40-105)-
- ◆ Assembly stand - MP9-101-
- ◆ Thrust piece - T10049-

- ◆ Gearbox mount - T30097 (T10108)-
- ◆ Support - T30097/1 (T10108/1)-
- ◆ Two-arm extractor , e.g. -Kukko 20/10-
- ◆ Three armed extractor e.g. -Kukko 45-2-
- ◆ Tapered-roller bearing extractor - V.A.G 1582-
- ◆ Gripper - V.A.G 1582/6-
- ◆ Catch pan
- ◆ Sealing grease - G 052 128 A1-
- ◆ Locking agent - D 000 600-

The gasket ring for the angle gearbox output flange can only be replaced with the gearbox removed.

1.7.1 Removing

- Remove angle gearbox ⇒ [page 224](#) .
- Screw angle gearbox on gearbox mount - T30097- .
A - Place nut M12 x 10 (8 pieces) between angle gearbox and gearbox mount - T30097- .
- Position the catch pan under the angle gearbox.

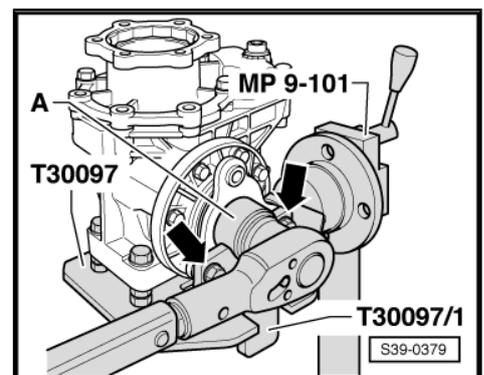
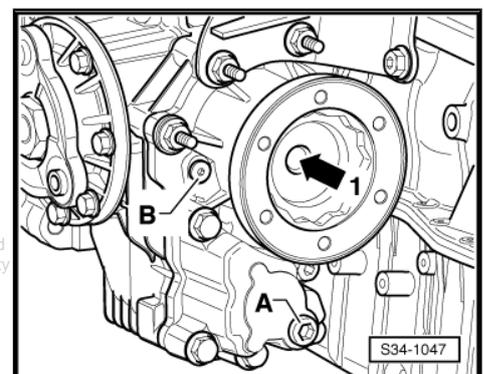
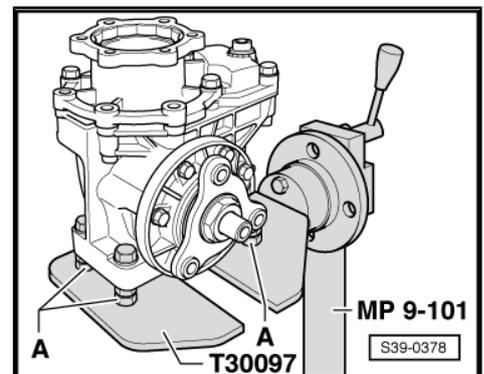


- Remove oil drain plug -A- from angle gearbox.
- Drain oil out of angle gearbox.
- Install oil drain plug -A- and tighten to tightening torque.

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- Lock the output flange for angle gearbox with bracket - T30097/1 (T10108/1)- and two screws M10 x 30 -arrows-.
- Unscrew nut for output flange (always replace nut ⇒ Electronic Catalogue of Original Parts).

A - socket wrench insert SW 36





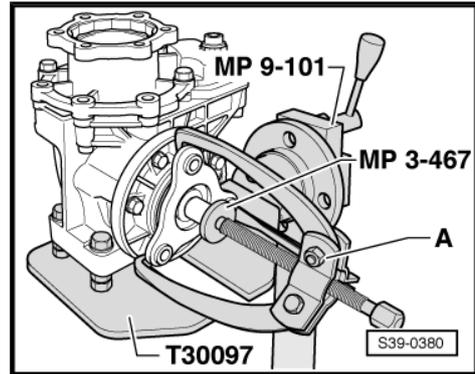
- Detach output flange with three armed extractor -A- and thrust plate - MP3-467- .

A - Three armed extractor e.g. -Kukko 45-2-

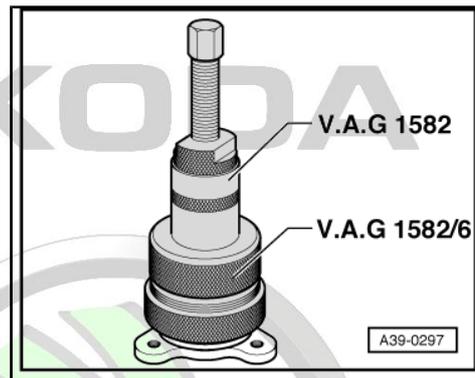


Note

When pulling off the output flange the inner ring/tapered-roller bearing remains on the output flange and must be removed from it.

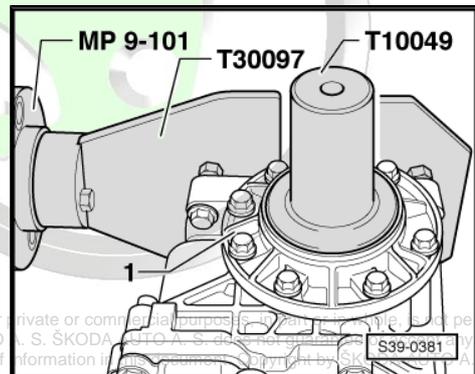


- Remove inner ring/tapered-roller bearing with tapered-roller bearing extractor - V.A.G 1582- and gripper - V.A.G 1582/6- from output flange.
- Pull out seal ring for angle gearbox output flange with Multi-purpose tool - MP3-419- .
- Clean the thread at the shank bevel gear to remove locking agent residues.



1.7.2 Install

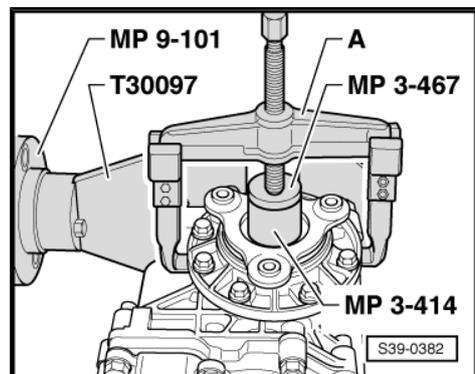
- Swivel angle gearbox in such a way that the cover -1- points upwards.
- Place inner ring/tapered-roller bearing in the angle gearbox.
- Lightly oil new gasket ring at outer surface.
- Drive in the new gasket ring with thrust piece - T10049- up to the stop, do not twist the new gasket ring.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .



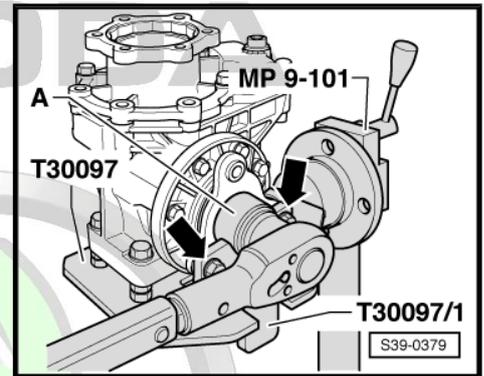
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- Insert output flange with two-arm extractor -A-, pipe - MP3-414- and thrust plate - MP3-467- , while doing so position the extraction hooks of the extractor on the bottom side of the housing.

A - Two-arm extractor , e.g. -Kukko 20/10 -



- Insert new hexagon nut with locking agent - D 000 600- and tighten to the prescribed tightening torque.
A - socket wrench insert SW 36
- Install angle gearbox ⇒ [page 229](#) .
- After installing, check the oil level in the angle gearbox and top up with oil ⇒ [page 244](#) .



Tightening torques

Component	Nm
Oil drain plug	60
Nut for output flange ¹	480

¹) Always replace nut ⇒ Electronic Catalogue of Original Parts .

1.8 Replace gasket ring for angle gearbox output flange (Octavia III)

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Special tools and workshop equipment required

- ◆ Pressure plate - MP3-406 (VW 401)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Pressure spindle - VW 407-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Thrust piece - MP3-411 (VW 454)-
- ◆ Press-on sleeve - MP3-412 (VW 455)-
- ◆ Alignment rails - MP3-457 (VW 457)-
- ◆ Pipe - T30055 (3296)-
- ◆ Assembly stands - MP9-101- or clamping block - VW 313-
- ◆ Gearbox mount - T30097 (T10108)-
- ◆ Support - T30097/1 (T10108/1)-
- ◆ Tapered-roller bearing extractor - V.A.G 1582-
- ◆ Gripper - V.A.G 1582/13-
- ◆ Retractor - T30070 (VW 204 B)-
- ◆ Universal dial gauge holder - MP3-447 (VW 387)-
- ◆ Thrust plate - MP3-467 (40-105)-
- ◆ Socket insert SW 34
- ◆ Dial gauge - VAS 6080-
- ◆ Sealing grease ⇒ Electronic Catalogue of Original Parts
- ◆ Screw M10 × 30 - 2 pcs
- ◆ Screw M8 x 25 - 1 pc
- ◆ Nut M12 x 10 - 4 pcs



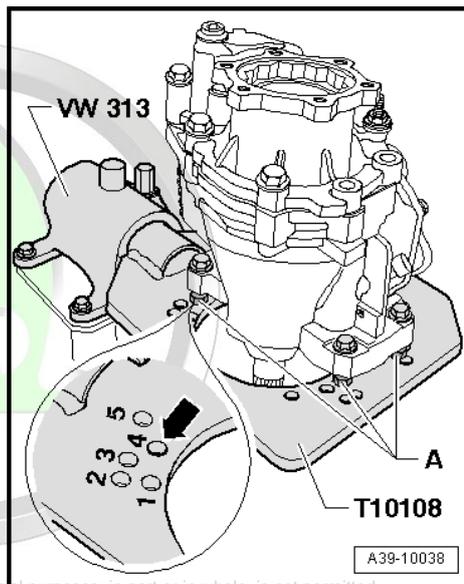
Work procedure



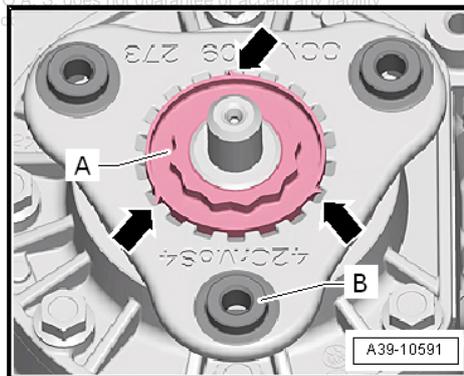
Note

- ◆ *The inner ring/tapered-roller bearing is pressed onto the output flange of the angle gearbox.*
- ◆ *This will be removed later in the workflow.*
- ◆ *Do not replace the tapered-roller bearing for the angle gearbox output flange and the shims!*

- Remove angle gearbox ⇒ [page 237](#) .
- Position angle gearbox onto the opening -arrow- marked with the number "4" in the gearbox mount - T10108- . Place nut M12 x 10 -Pos. A- between angle gearbox and gearbox mount.
- Then align the angle gearbox with the 3 remaining openings and fasten with inserted nuts -A-
- Drain for final drive oil from angle gearbox ⇒ [page 251](#) .



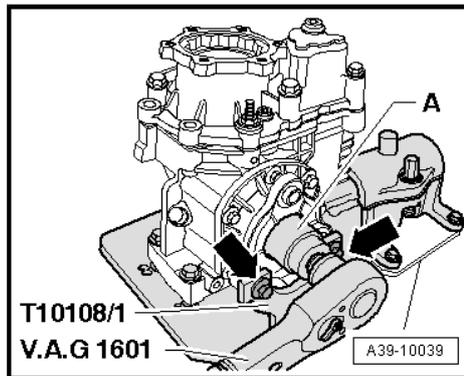
- Drive out caulking -arrows- of 12-point nut -A- from the grooves of the output flange -B-.



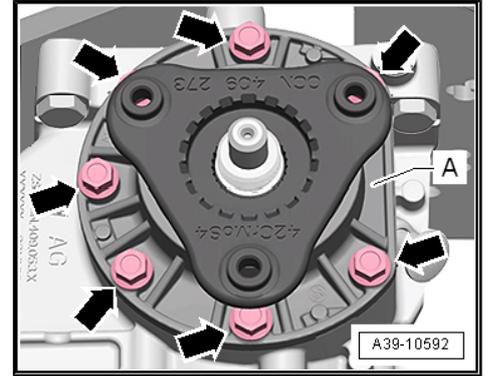
- Lock output flange of angle gearbox with bracket - T10108/1- that is attached with 2 screws M10 x 30 -arrows-.

A - Socket insert SW 34

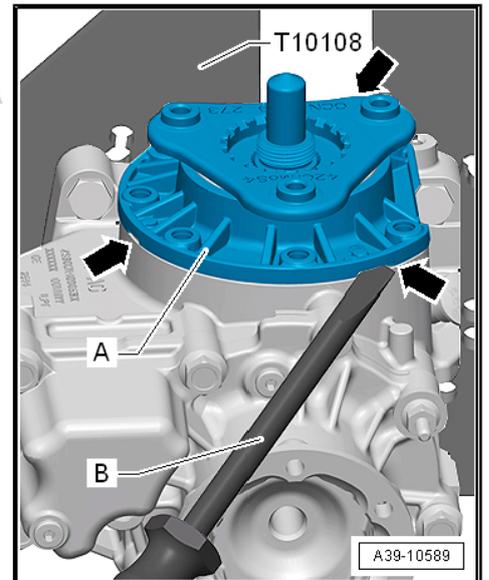
- Unscrew nut for output flange.



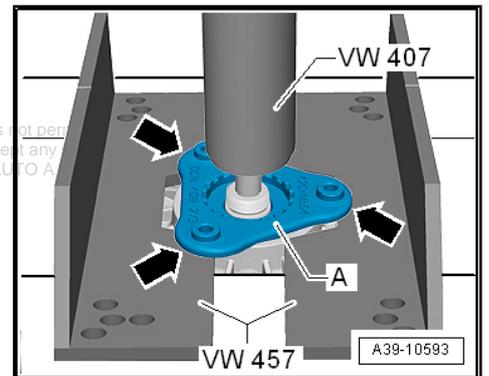
- Turn angle gearbox such that output flange is facing up.
- Unscrew screws -arrows- for drive pinion housing -A-.



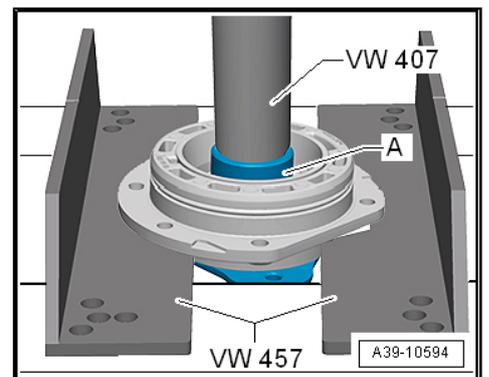
- In three recesses -arrows- of the drive pinion housing -A-, insert a suitable screwdriver -B- and carefully pry out drive pinion housing together with the shaft bevel gear.



- Place output flange -A- uniformly on the alignment rails -MP3-457 (VW 457)- -arrows-.
- Push shaft bevel gear out from the output flange -A-.
- Secure shaft bevel gear and inner ring/tapered-roller bearing against falling.



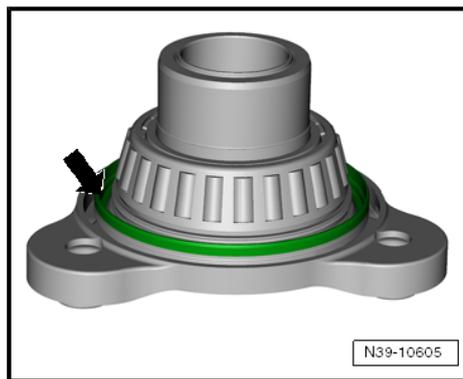
- Push output flange -A- out from the drive pinion housing.





Note

Gasket ring -arrow- is located on the output flange.



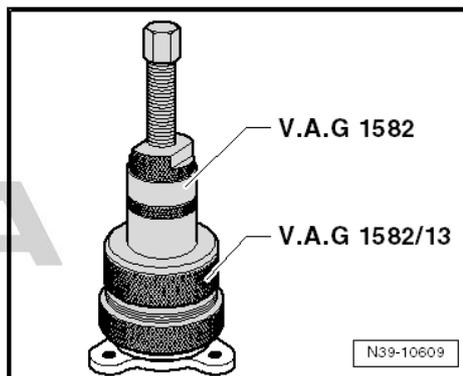
- Inner ring/tapered-roller bearing must be pulled off the output flange for the removal of the gasket ring.



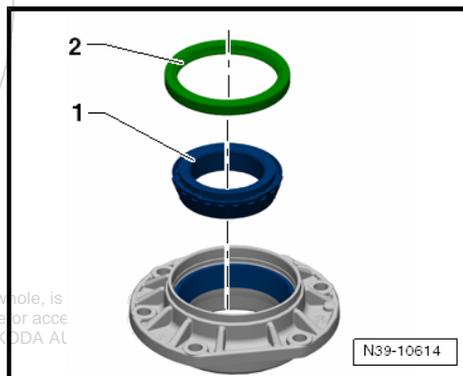
Caution

Risk of damage to the inner ring/tapered-roller bearing.

- Pull off inner ring/tapered-roller bearing with gripper - V.A.G 1582/13- .
- If the inner ring/tapered-roller bearing is damaged, the angle gear must be replaced.

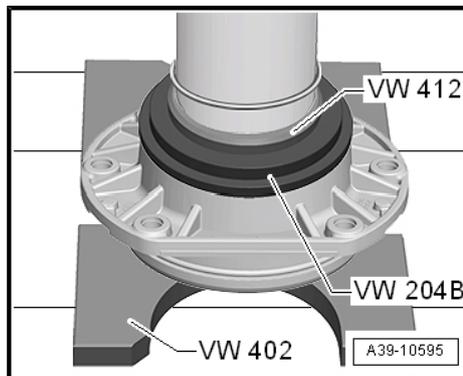


- Place pressure plate - MP3-467 (40-105)- on the output flange.
- Pull off inner ring/tapered-roller bearing with tapered-roller bearing extractor from output flange.
- Remove gasket ring from output flange.
- Put the existing inner ring/tapered-roller bearing -1- into the drive pinion housing.
- Lightly oil the new gasket ring -2- for output flange on the outer circumference.

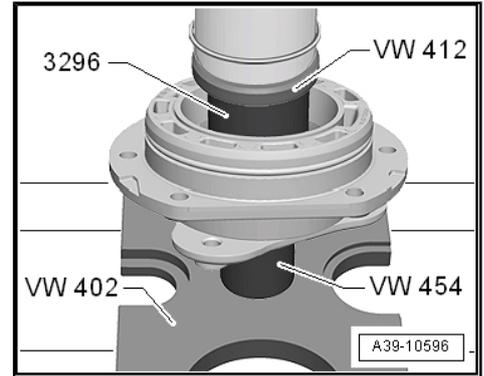


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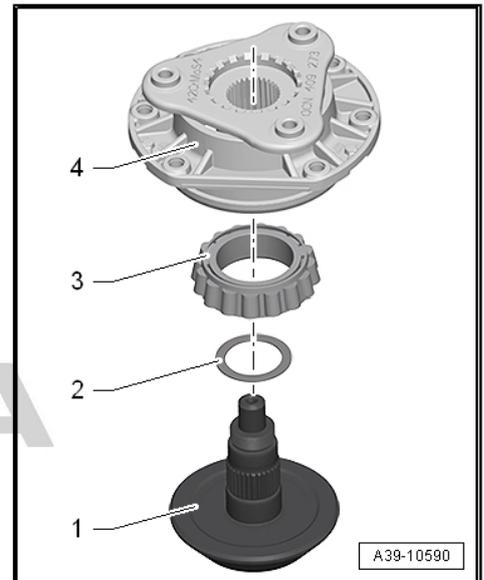
- Press in gasket ring until flush.
- The large diameter of the retractor - T30070 (VW 204 B)- points towards the gasket ring.
- Fill half the space between the sealing lip and dust lip with sealing grease ⇒ Electronic catalogue of original parts .



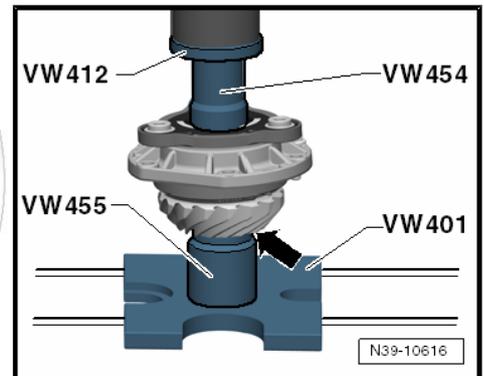
- Push inner ring/tapered-roller bearing ⇒ [page 372](#) onto the output flange until it stops.
- The large diameter of the thrust piece - MP3-411 (VW 454)- points towards the output flange.
- Press on inner ring/tapered-roller bearing until it stops. Do not apply a large pressing force to the tapered-roller bearing.



- Attach shim -2-, inner ring/tapered-roller bearing -3- and drive pinion housing -4- to shaft bevel gear -1-.
- Reinstall the previous shim -2-. This ensures the bearing preload of the shaft bevel gear in the drive bevel housing.



- Gently press drive pinion housing with output flange onto the shaft bevel gear up to the stop.
- The shoulder -arrow- of the insertion bushing - MP3-412 (VW 455)- points to the shaft bevel gear.
- Rotate the drive pinion housing while pressing it on.



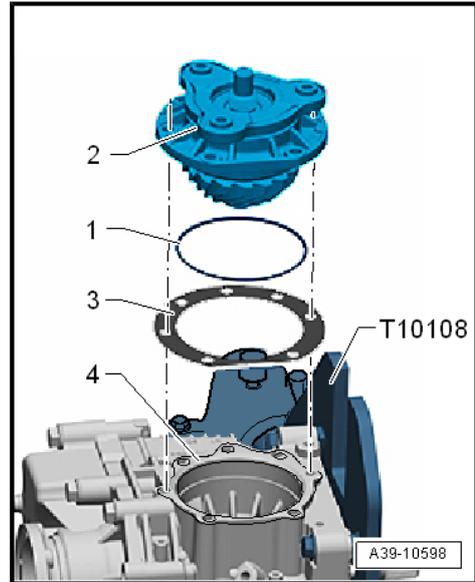
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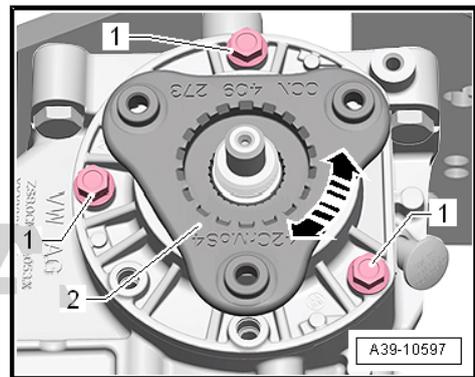
- Align the previous shim -3- opposite the drive pinion housing -2-.
- Drive pinion housing -2- and shim -3- only fit in one position.
- Moisten new O-ring -1- with oil for final drives and fit onto drive pinion housing -2-.
- Insert drive pinion housing -2- into angle gearbox housing -4-.

i Note

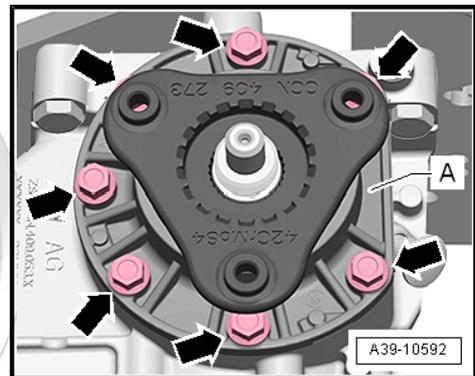
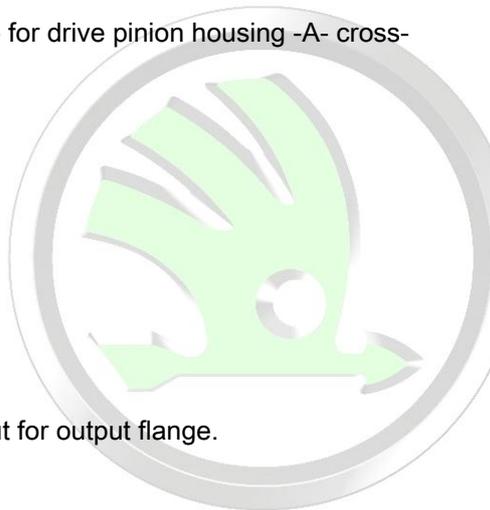
- ◆ *The teeth of the shaft bevel gear must be engaged with the head.*
- ◆ *Align the screw holes for drive pinion housing opposite the angle gearbox housing.*



- Tighten screws -1- in small increments alternately on opposite sides, while rotating the output flange -2- slightly back and forth in the -direction of the arrow-.

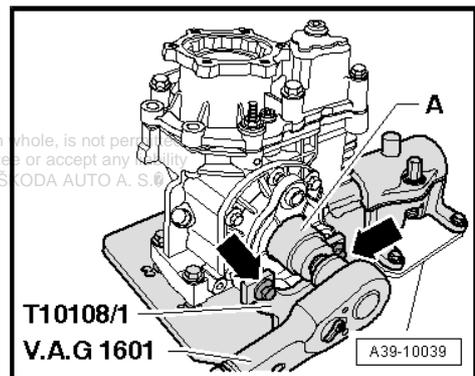


- Tighten screws -arrows- for drive pinion housing -A- cross-wise.



- Tighten new 12-point nut for output flange.

A - Socket insert SW 34



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- Secure 12-point nut -A-.
- Caulk nut at 120° offset in the grooves of the output flange -B- -arrows-.

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Measure runout on the output flange of the shaft bevel gear

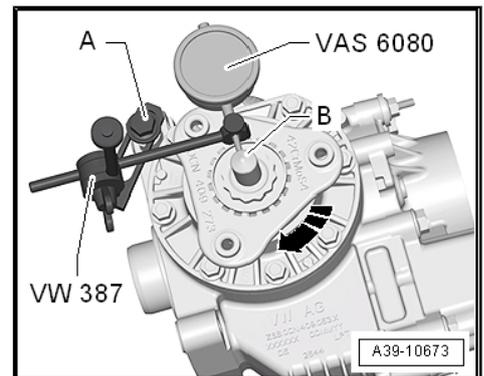
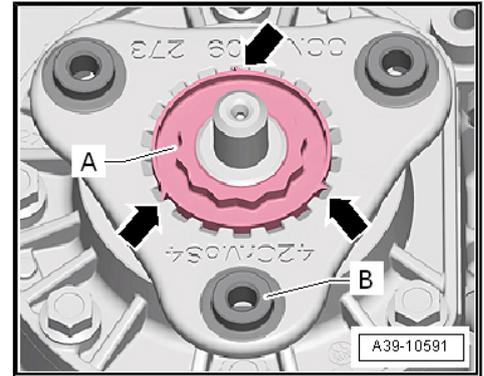
Note

After tightening the nut for the output flange, check the runout on fixing bolt of the shaft bevel gear.

- Fasten measuring tools with screw M8 x 25 -position A- to the angle gearbox.
 - Attach dial gauge - VAS 6080- to fixing bolt of shaft bevel gear -B- and set to "0" at 1 mm pre-tension.
 - Rotate output flange one full turn -arrow-.
 - Read measured value on the dial gauge.
 - Runout: max. 0.05 mm
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- Install angle gearbox ⇒ [page 242](#).
 - Check oil level for final drives ⇒ [page 248](#) .

Tightening torques

- ◆ Parts of angle gearbox - assembly overview ⇒ [page 236](#) .





2 Setting overview



Note

When working on the gearbox it is only necessary to re-set the output shaft gears 1 through 4, output shaft 5th/6th gear and reverse gear or differential gear if parts were replaced that directly affect the setting of the gearbox. To avoid unnecessary settings, refer to the following table:

		Set:		
		Output shaft gears 1 through 4 ⇒ page 341	Output shaft 5th/6th and reverse gear ⇒ page 352	Differential gear ⇒ page 391
Replaced part:	Gearbox housing	x	x	x
	Clutch housing	x	x	x
	Output shaft gears 1 through 4	x		
	Output shaft 5th, 6th gear/reverse gear		x	
	Differential gear housing			x
	Tapered-roller bearing for output shaft gears 1 through 4	x		
	Tapered-roller bearing for output shaft 5th/6th and reverse gear		x	
	Tapered-roller bearings for differential gears			x



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3 Differential gear

Summary of components - vehicles with front-wheel drive (Octavia II) ⇒ [page 377](#) .

Summary of components - vehicles with front wheel drive (Superb II and Octavia III) ⇒ [page 380](#) .

Summary of components - vehicles with four-wheel drive ⇒ [page 382](#) .

Removing and installing gasket ring for right flange shaft (four-wheel drive) ⇒ [page 384](#) .

Disassembling and assembling differential gear ⇒ [page 387](#) .

Setting the differential gear ⇒ [page 391](#) .

3.1 Summary of components - vehicles with front-wheel drive (Octavia II)



Note

- ◆ *Before installing heat the inner ring of the tapered-roller bearing to 100°C.*
- ◆ *Replace both tapered-roller bearings together.*
- ◆ *When replacing the tapered-roller bearings, the differential housing, the gearbox housing or the clutch housing, set the differential gear ⇒ [page 391](#) .*



1 - Gearbox housing

2 - Adjusting washer

- for differential gear
- Determine thickness
=> [page 391](#)

3 - Outer ring/tapered-roller bearing

- removing => [page 389](#)
- installing => [page 389](#)

4 - Inner ring/tapered-roller bearing

- remove => [page 388](#)
- pressing on
=> [page 388](#)

5 - Differential gear housing

- with riveted pinion for final drive
- Support -arrow- for the right tapered-roller bearing with insert for right flange shaft approx. 28 mm longer
- Assignment => Electronic Catalogue of Original Parts

6 - Inner ring/tapered-roller bearing

- remove => [page 388](#)
- Gearbox with right rigid shaft: pressing on => [page 388](#)
- Gearbox with right flange shaft: pressing on => [page 389](#)

7 - Outer ring/tapered-roller bearing

- removing => [page 387](#)
- installing => [page 387](#)

8 - Washer

- Fitting position: the shoulder on the inside diameter points towards the gasket ring Pos. 14
- Assignment => Electronic Catalogue of Original Parts

9 - Clutch housing

10 - O-ring

- always replace => Electronic Catalogue of Original Parts

11 - Cap

- can be removed from the rigid shaft pos. 13 or pressed on by hand

12 - 33 Nm

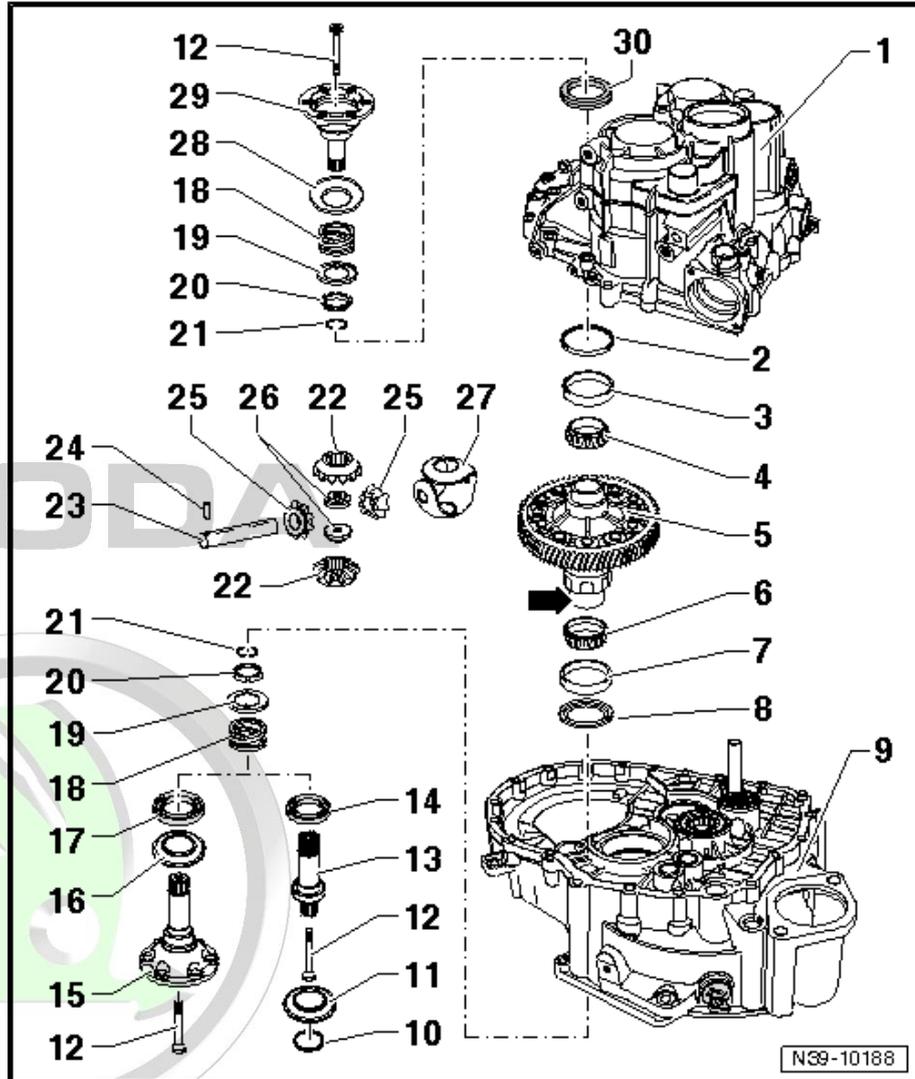
- screw into threaded piece Pos. 26

13 - Rigid shaft

- For gearboxes as of production date 01/11/2004 replaced by flange shaft

14 - Sealing ring

- for rigid shaft up to production date 31/10/2004



- replace with installed gearbox ⇒ [page 358](#)

15 - Right flange shaft

- Assignment ⇒ Electronic Catalogue of Original Parts replaces the rigid shaft Pos. 13 as of production date 01/11/2004

16 - Cap

- release with screwdriver alternatively from the flange shaft pos. 15
- push on by hand up to the stop
- must lock with the flange shaft

17 - Sealing ring

- for flange shaft as of production date 01/11/2004 Pos. 15
- replace with installed gearbox ⇒ [page 359](#)
- Assignment ⇒ Electronic Catalogue of Original Parts

18 - Pressure spring for flange or rigid shaft

- rear flange or rigid shaft fitted

19 - Thrust washer

- Fitting position: Collar to pressure spring, legs (if present) to conical ring

20 - Conical ring

- with slots (if present) for thrust washer catch
- Fitting position: Cone for differential gear housing

21 - Circlip

- holds the conical ring, stop disc and pressure spring in position when the flange shaft or rigid shaft is removed

22 - Differential bevel gear, large

- installing ⇒ [page 391](#)

23 - Differential bevel gear shaft

- drive out with drift
- installing ⇒ [page 391](#)

24 - Tensioning sleeve

- to secure the differential bevel gear shaft
- removing and installing ⇒ [page 390](#)

25 - Differential bevel gear, small

- installing ⇒ [page 391](#)

26 - Threaded part

- installing ⇒ [page 391](#)

27 - Stop disc compound

- when installing moisten with gearbox oil

28 - Cap

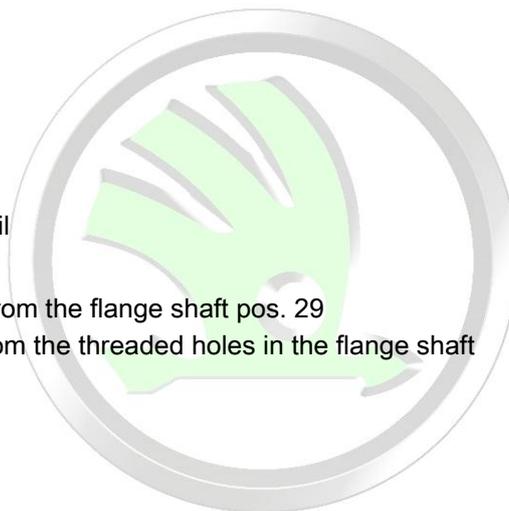
- release with screwdriver alternatively from the flange shaft pos. 29
- Fitting position: Recess points away from the threaded holes in the flange shaft
- push on by hand up to the stop
- must lock with the flange shaft

29 - Flange shaft

30 - Sealing ring

- for flange shaft
- Assignment ⇒ Electronic Catalogue of Original Parts
- replace with installed gearbox ⇒ [page 357](#)

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3.2 Summary of components - front wheel drive (Superb II and Octavia III)



Note

- ◆ Before installing heat the inner ring of the tapered-roller bearing to 100°C.
- ◆ Replace both tapered-roller bearings together.
- ◆ When replacing the tapered-roller bearings, the differential housing, the gearbox housing or the clutch housing, set the differential gear ⇒ [page 391](#).

1 - Gearbox housing

2 - Adjusting washer

- for differential gear
- Determine thickness
⇒ [page 391](#)

3 - Outer ring/tapered-roller bearing

- removing ⇒ [page 389](#)
- pressing on
⇒ [page 389](#)

4 - Inner ring/tapered-roller bearing

- remove ⇒ [page 388](#)
- pressing on
⇒ [page 388](#)

5 - Differential gear housing

- with riveted pinion for final drive
- Assignment ⇒ Electronic Catalogue of Original Parts

6 - Inner ring/tapered-roller bearing

- remove ⇒ [page 388](#)
- Gearbox with right rigid shaft: pressing on
⇒ [page 388](#)
- Gearbox with right flange shaft: pressing on
⇒ [page 389](#)

7 - Outer ring/tapered-roller bearing

- removing ⇒ [page 387](#)
- pressing on ⇒ [page 387](#)

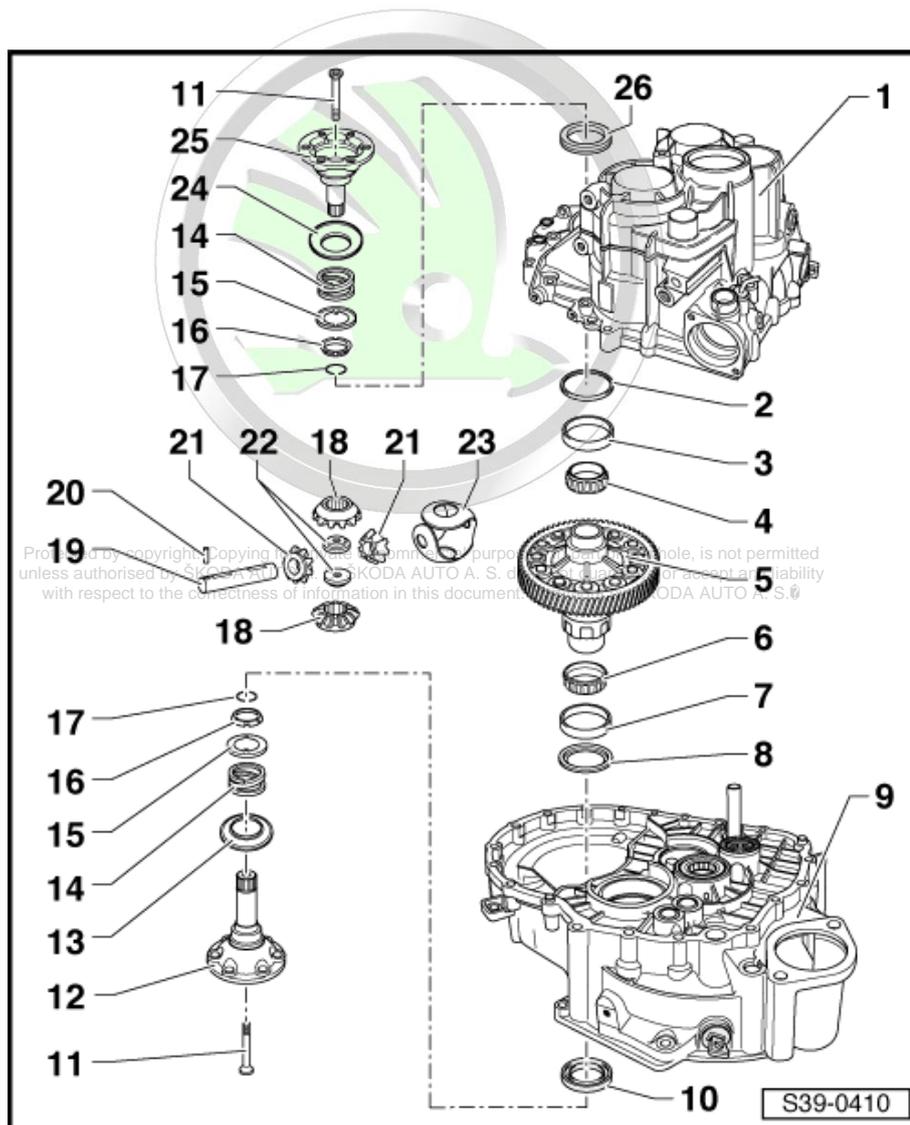
8 - Pressure washer

- Fitting position: the shoulder on the inside diameter points towards the gasket ring Pos. 14
- Assignment ⇒ Electronic Catalogue of Original Parts

9 - Clutch housing

10 - Sealing ring

- for right flange shaft Pos.12
- replace with installed gearbox ⇒ [page 359](#)
- Assignment ⇒ Electronic Catalogue of Original Parts



11 - 33 Nm

- screw into threaded piece Pos. 22

12 - Right flange shaft

13 - Cap

- release with screwdriver alternatively from the flange shaft pos. 12
- push on by hand up to the stop
- must lock with the flange shaft

14 - Pressure spring for flange shaft

- fitted behind flange shaft

15 - Thrust washer

- Fitting position: Collar to pressure spring, legs (if present) to conical ring

16 - Conical ring

- with slots (if present) for thrust washer catch
- Fitting position: Cone for differential gear housing

17 - Circlip

- holds the conical ring, stop disc and pressure spring in position when the flange shaft is removed

18 - Differential bevel gear, large

- installing ⇒ [page 391](#)

19 - Differential bevel gear shaft

- drive out with drift
- installing ⇒ [page 391](#)

20 - Tensioning sleeve

- to secure the axle for differential bevel gears

removing and installing ⇒ [page 390](#)

21 - Differential bevel gear, small

- removing and installing ⇒ [page 391](#)

22 - Threaded part

- installing ⇒ [page 391](#)

23 - Stop disc compound

- when installing moisten with gearbox oil

24 - Cap

- release with screwdriver alternatively from the flange shaft pos. 25
- Fitting position: Recess points away from the threaded holes in the flange shaft
- push on by hand up to the stop
- must lock with the flange shaft

25 - Flange shaft left

26 - Sealing ring

- for left flange shaft Pos. 25
- replace with installed gearbox ⇒ [page 357](#)
- Assignment ⇒ Electronic Catalogue of Original Parts



3.3 Summary of components - vehicles with four-wheel drive



Note

- ◆ Before installing heat the inner ring of the tapered-roller bearing to 100°C.
- ◆ Replace both tapered-roller bearings together.
- ◆ When replacing the tapered-roller bearings, the differential housing, the gearbox housing or the clutch housing, set the differential gear ⇒ [page 391](#).

1 - Gearbox housing

2 - Adjusting washer

- for differential gear
- Determine thickness ⇒ [page 391](#)

3 - Outer ring/tapered-roller bearing

- removing ⇒ [page 389](#)
- pressing on ⇒ [page 389](#)

4 - Inner ring/tapered-roller bearing

- remove ⇒ [page 388](#)
- pressing on ⇒ [page 388](#)

5 - Differential gear housing

- with riveted pinion for final drive

6 - Inner ring/tapered-roller bearing

- remove ⇒ [page 388](#)
- pressing on ⇒ [page 389](#)

7 - Outer ring/tapered-roller bearing

- removing ⇒ [page 387](#)
- pressing on ⇒ [page 387](#)

8 - Pressure washer

- Fitting position: The shoulder on the inside diameter points towards the angle gearbox Pos. 18

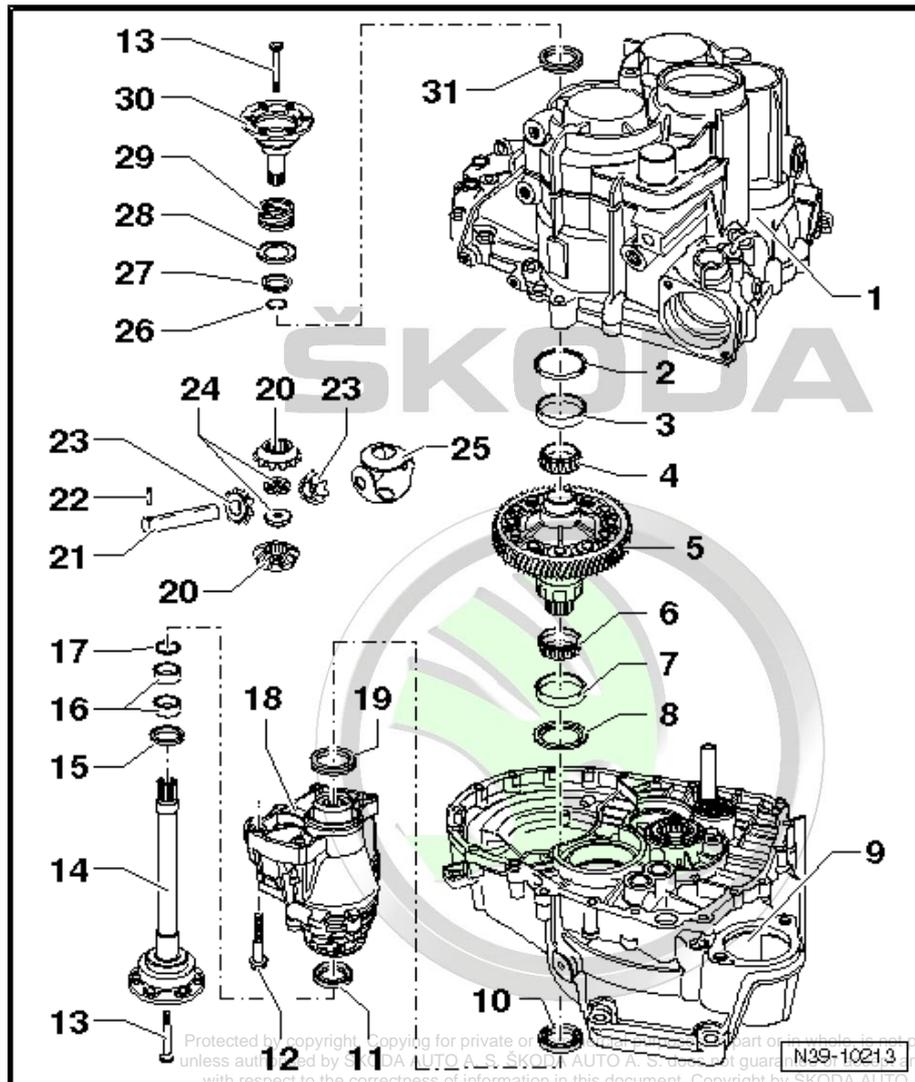
9 - Clutch housing

10 - Sealing ring

- between manual gearbox and angle gearbox
- replace ⇒ [page 361](#)
- pull out using ejection lever - MP3-418- or ejection lever - T20143/2-
- on disassembled gearbox it can be driven in with pressure plate - T40007- up to the stop

11 - Sealing ring

- for right flange shaft



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- diameter of left and right differ
- replace with installed manual gearbox with angle gearbox ⇒ [page 361](#)

12 - 40 Nm + torque a further 90°

- 4 pieces
- always replace ⇒ Electronic Catalogue of Original Parts

13 - 33 Nm

- screw into threaded piece Pos. 24

14 - Right flange shaft

- removing and installing ⇒ [page 384](#)

15 - Sealing ring

- to replace, remove the needle bearings (polygon bearing) pos. 16

16 - Needle bearing (polygon bearing)

- replace ⇒ [page 363](#)

17 - Circlip

- always replace ⇒ Electronic Catalogue of Original Parts

18 - Angle gearbox

- Removing and installing with gearbox fitted ⇒ [page 224](#)
- Removing and installing with gearbox removed ⇒ [page 266](#)

19 - Sealing ring

- between angle gearbox and manual gearbox
- replace with angle gearbox removed ⇒ [page 361](#)

20 - Differential bevel gear, large

- installing ⇒ [page 391](#)

21 - Differential bevel gear shaft

- removing ⇒ [page 390](#)
 - installing ⇒ [page 391](#)
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22 - Tensioning sleeve

- to secure the differential bevel gear shaft
- removing ⇒ [page 390](#)
- drive in the new tensioning sleeve ⇒ [page 390](#) flush

23 - Differential bevel gear, small

- installing ⇒ [page 391](#)

24 - Threaded part

- installing ⇒ [page 391](#)

25 - Stop disc compound

- insert with gear oil

26 - Circlip

- holds the conical ring, stop disc and pressure spring in position when the flange shaft is removed

27 - Conical ring

- with slots (if present) for thrust washer catch
- Fitting position: Cone for differential gear housing

28 - Thrust washer

- Fitting position: Collar to pressure spring, legs (if present) to conical ring

29 - Pressure spring for left flange shaft

- fitted behind left flange shaft



30 - Flange shaft left

31 - Sealing ring

- for left flange shaft
- diameter of left and right differ
- replace with installed gearbox ⇒ [page 357](#)

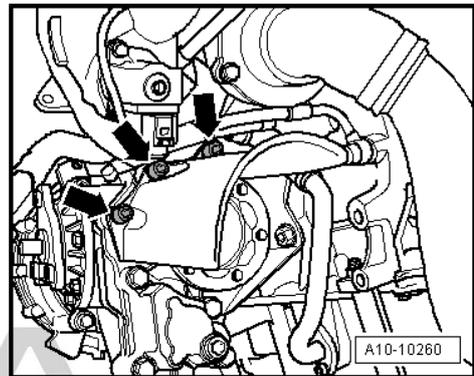
3.4 Removing and installing gasket ring for right flange shaft (four-wheel drive)

Special tools and workshop equipment required

- ◆ Socket insert - T10107A-
- ◆ Extractor - T10037-
- ◆ Thrust piece - MP3-410 (VW 434)-
- ◆ Catch pan

3.4.1 Removing

- If applicable remove cap for drive shaft -arrows-.



Vehicles with auxiliary heating

- On these vehicles, remove the coolant pipes -B- from the angle gearbox and the engine -arrow 2-.

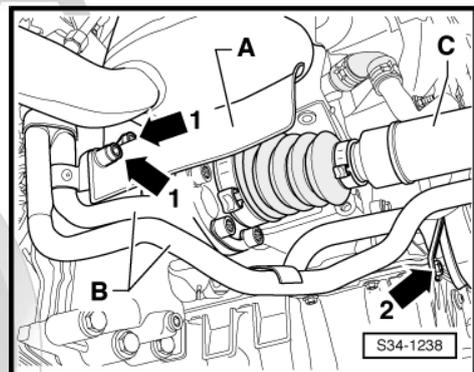


Note

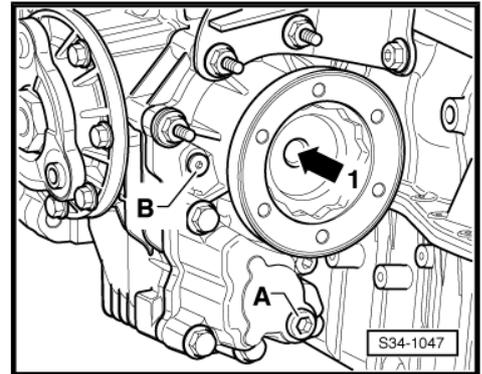
In this case do not open the cooling system.

For all vehicles

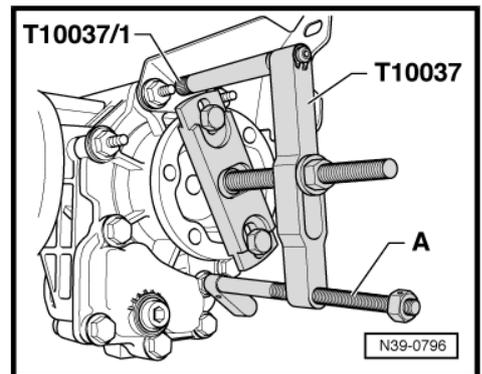
- Unscrew right drive shaft from flange shaft ⇒ Chassis; Rep. gr. 40 .
- Tie up the drive shaft as far as possible to the top and do not damage the surface protection in the process.
- Position the catch pan under the gearbox and the engine.



- Remove conical screw for right flange shaft -arrow 1- using the socket insert - T10107A- .



- Screw extractor - T10037- onto right flange shaft.
- Insert pressure plate - MP3-410 (VW 434)- between gearbox support and notch nut -T10037/1- .
- Align the extractor - T10037- with the support -A- parallel to the flange.
- Take out the flange shaft.



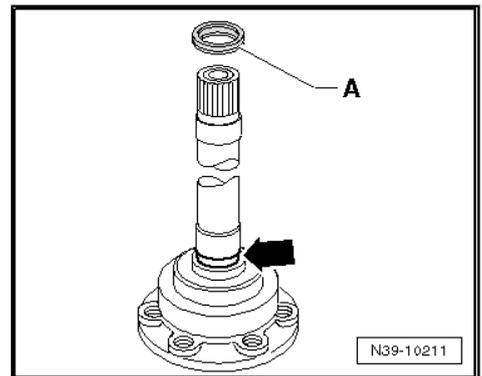
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3.4.2 Install

Installation occurs in reverse order to removal.

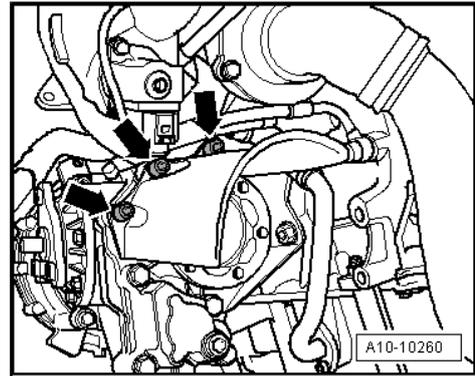
Note

- ◆ *Always replace the conical screw for securing the flange shaft.*
- ◆ *Always replace the gasket ring from the groove of the flange shaft.*
- Remove old gasket ring -A- from the groove of the flange shaft -arrow- and replace with a new one.
- Carefully drive the flange shaft into the angle gearbox, while doing so slowly turn it.
- Secure the flange shaft with the new conical screw.
Tightening torque ⇒ [page 264](#) .
- Bolt drive shaft to flange shaft ⇒ Chassis; Rep. gr. 40 .





- Install cap for drive shaft -arrows-, if it was removed.



Vehicles with auxiliary heating

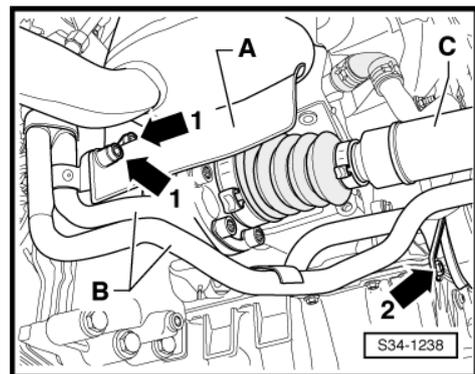
- On these vehicles, remove the coolant pipes -B- from the angle gearbox and the engine -arrow 2-.

i Note

In this case do not open the cooling system.

For all vehicles

- Inspecting oil level in the angle gearbox => [page 244](#) .
- Install the noise insulation => Body Work; Rep. gr. 50 .
- Attach the right front wheel => Chassis; Rep. gr. 44 .



Tightening torques

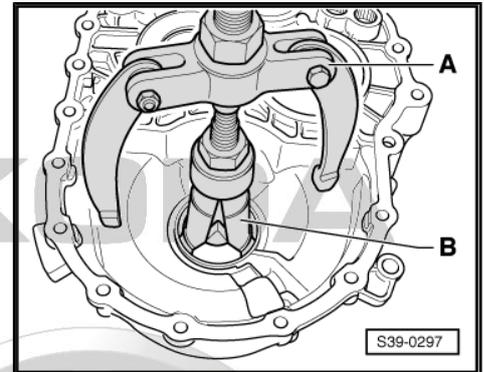
Flange shaft on gearbox (conical screw)	=> page 264
Protective cap for drive shaft on angle gearbox	Octavia II, Superb II and Yeti => page 232 Octavia III => page 234 and => page 242

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3.5 Disassembling and assembling differential gear

Special tools and workshop equipment required

- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Pressure spindle - MP3-448 (VW 408A)-
- ◆ Pipe section - MP3-450 (VW 415A)-
- ◆ Pipe section - MP3-451 (VW 422)-
- ◆ Thrust piece - MP3-459 (VW 473)-
- ◆ Pressure washer - MP3-467 (40-105)-
- ◆ Assembly device - MP5-402 (3301)-
- ◆ Pressure spindle - MP6-405 (VW 411)-
- ◆ Pipe - MP6-419 (3259)-
- ◆ Pipe - T30019 (3345)-
- ◆ Thrust plate - T30045 (3005)-
- ◆ Pipe - T30055 (3296)-
- ◆ Separating device 12...75 mm , e.g. -Kukko 17/1-
- ◆ Extractor , e.g. -Kukko 18/1-
- ◆ Interior extractor 46 up to 58 mm , e.g. -Kukko 21/7-
- ◆ Countersupport , e.g. -Kukko 22/2-
- ◆ Extractor , e.g. -Kukko 204/2-



Remove outer ring/tapered-roller bearing from clutch housing

A - Countersupport , e.g. -Kukko 22/2-

B - Interior extractor 46...58 mm , e.g. -Kukko 21/7-



Note

- ◆ *Tighten the interior extractor -B- between the outer ring/tapered-roller bearing and the washer.*
- ◆ *After pulling out the washer check for damage, if necessary replace.*

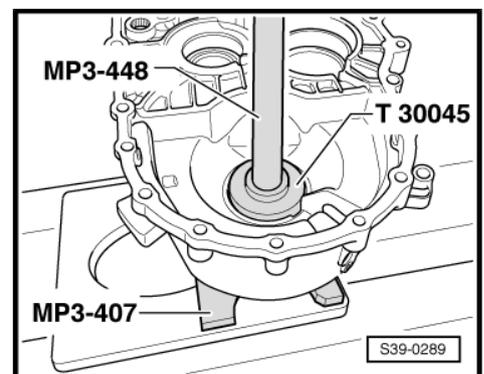
Press outer ring/tapered-roller bearing into the clutch housing

– First insert the washer.



Note

Pay attention to the fitting position of the washer, the shoulder on the inside diameter points towards the gasket ring.





Removing inner ring/tapered-roller bearing

A - Extractor , e.g. -Kukko 204/2-

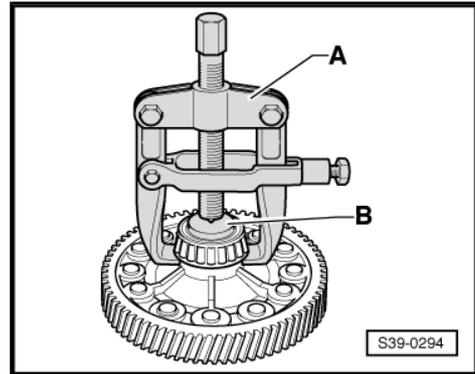
B - Thrust plate - MP3-467 (40-105)-

- Tighten the extractor -A- in the area of the flattened sides of the differential gear housing below the inner ring.

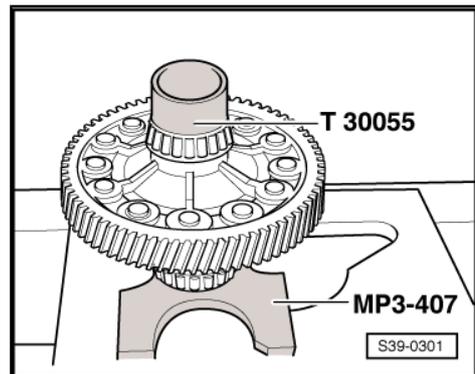


Note

When pulling off the inner ring make sure the hooks do not bend outwards, if necessary tighten screw of locking element.



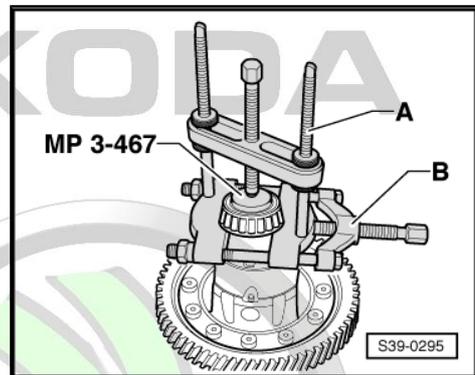
Press on inner ring/tapered-roller bearing



Removing inner ring/tapered-roller bearing

A - Extractor , e.g. -Kukko 18/1-

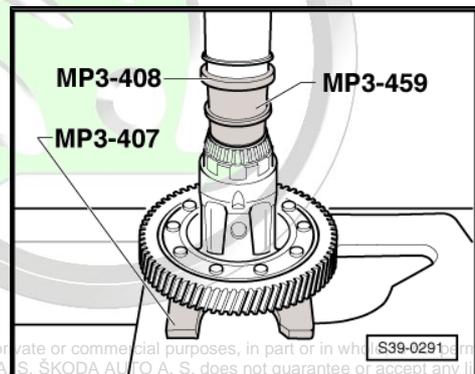
B - Separating device 12...75 mm , e.g. -Kukko 17/1-



Gearbox with right rigid shaft: Press on inner ring/tapered-roller bearing

- Place pressure plate - MP3-459- with small external diameter onto the inner ring/tapered-roller bearing.

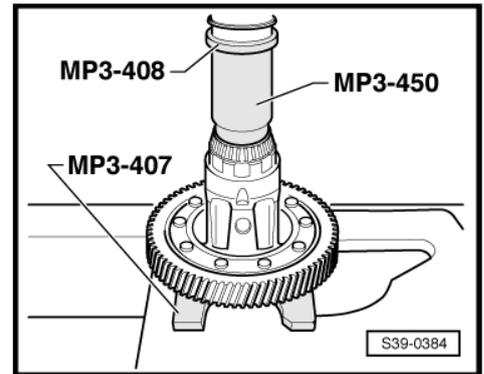
It must be possible to rotate the cage with the taper rollers freely when pressing on.



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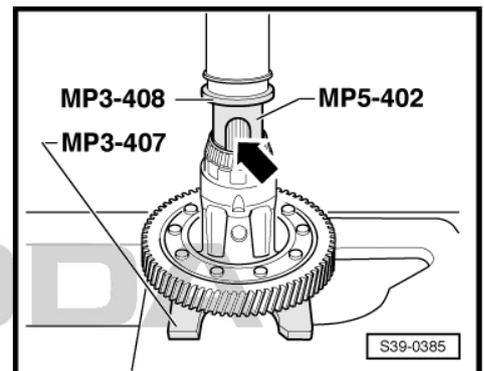
Gearbox with right flange shaft: Press on inner ring/tapered-roller bearing

It must be possible to rotate the cage with the taper rollers freely when pressing on.



Four-wheel drive: Press on inner ring/tapered-roller bearing

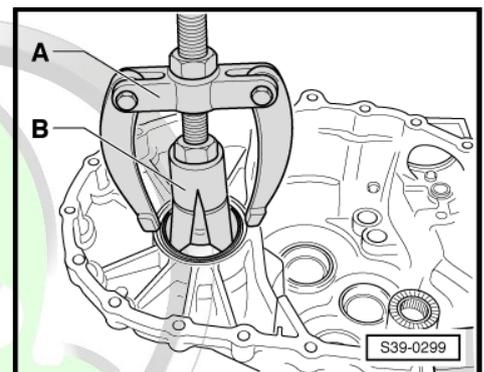
- Place sleeve from the assembly device - MP5-402- with the opening -arrow- (large internal diameter) onto the inner ring/tapered-roller bearing.



Remove outer ring/tapered-roller bearing from gearbox housing

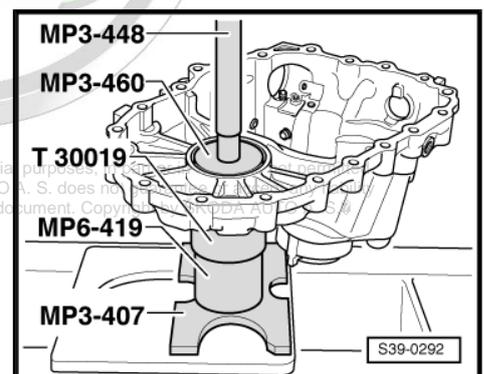
A - Countersupport , e.g. -Kukko 22/2-

B - Interior extractor 46...58 mm , e.g. -Kukko 21/7-



Press in outer ring/tapered-roller bearing in the gearbox housing

- Support the gearbox housing with a pipe - T30019- directly below the bearing support.



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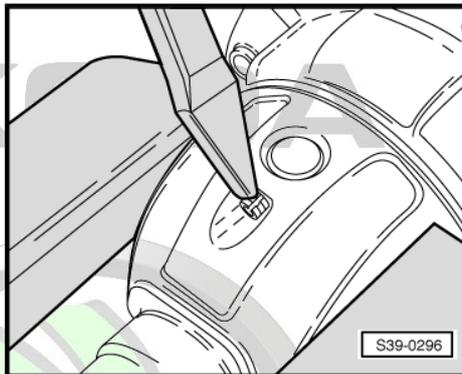
Remove and install the tensioning sleeve for differential bevel gear shaft

Removing

- Cover inner ring/tapered-roller bearing to avoid any possible damage and swarf.
- Drive out tensioning sleeve with a chisel, position the chisel in the circular slot.

Install

- Drive into the differential gear housing up to the stop.



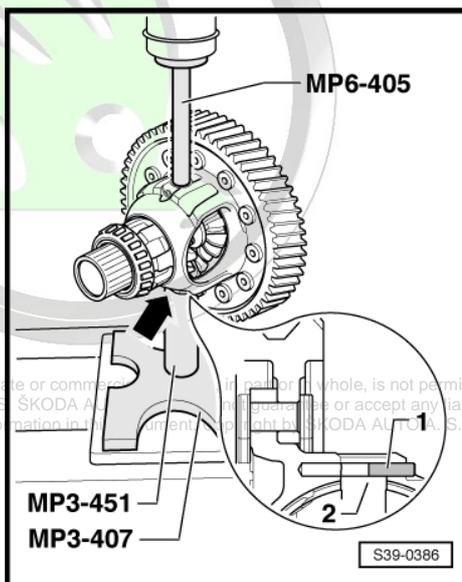
Four-wheel drive: Remove differential bevel gear shaft and tensioning sleeve for differential bevel gear shaft

- First drive in the tensioning sleeve -1- into the differential bevel gear shaft -2- flush.
- Then position the differential with the tensioning sleeve -arrow- pointing towards the pipe section - MP3-451- under the press.
- Then press out the differential bevel gear shaft.

i Note

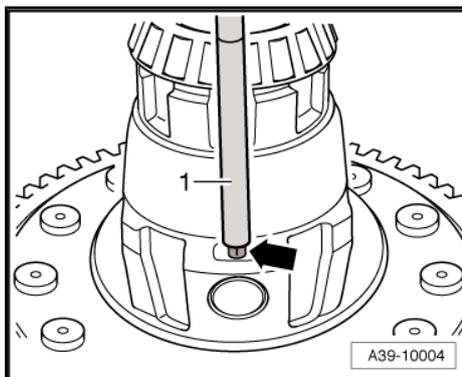
If necessary remove the cut parts of the tensioning sleeve from the differential gear housing.

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Four-wheel drive: Install tensioning sleeve

- Drive in the new tensioning sleeve -arrow- flush to the differential gear housing using a drift -1-.

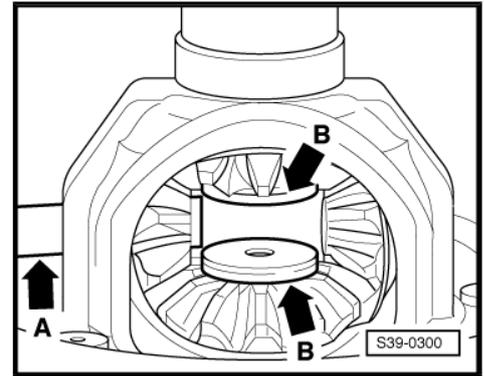


Install differential bevel gears

- Install stop disc compound with gearbox oil.
- Insert both large differential bevel gears and secure (e.g. with flange shaft).
- Insert and swivel both small differential bevel gears into position with a 180° offset.
- Push in the differential bevel gear shaft -arrow A- up to the first small differential bevel gear.
- Insert the threaded parts -arrows B- in the large differential bevel gears.

Fitting position: Shoulder towards the large differential bevel gears

- Drive in the differential bevel gear shaft up to end position and secure with tensioning sleeve.



3.6 Adjusting the differential gear

Special tools and workshop equipment required

- ◆ Gauge block plate - MP3-405/17 (VW 385/17)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Universal dial gauge holder - MP3-447 (VW 387)-
- ◆ Pressure spindle - MP3-448 (VW 408A)-
- ◆ Pipe - MP6-419 (3259)-
- ◆ Pipe - T30019 (3345)-
- ◆ Thrust plate - T30045 (3005)-
- ◆ Interior extractor 46 up to 58 mm , e.g. -Kukko 21/7-
- ◆ Countersupport e.g. -Kukko 22/2-

The differential gear must be re-set when the following components are replaced:

- ◆ Gearbox housing
- ◆ Clutch housing

◆ Differential gear housing

◆ Tapered-roller bearings of the differential gear

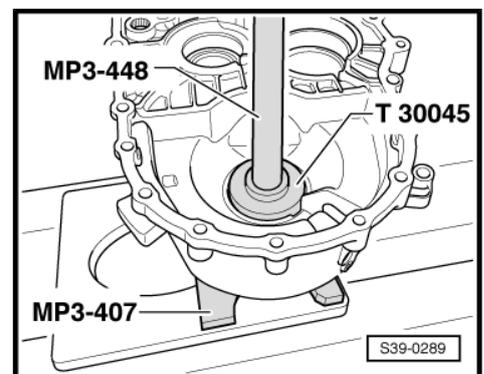
Setting overview ⇒ [page 376](#) .

- Press the outer ring/tapered-roller bearing with washer in the clutch housing.



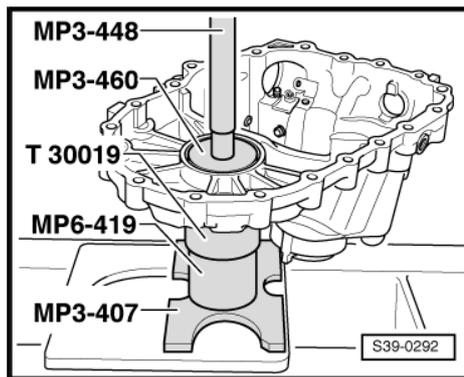
Note

Pay attention to the fitting position of the washer, the shoulder on the inside diameter points towards the gasket ring in the clutch housing.

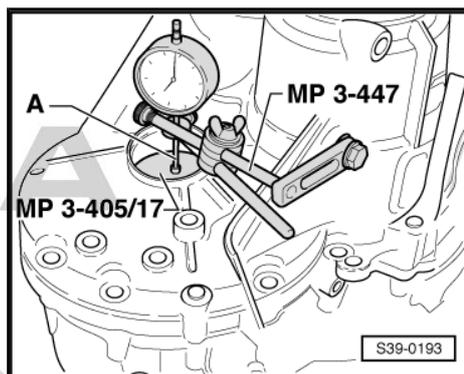




- Press outer ring/tapered-roller bearing without adjusting washer into the gearbox housing.
- Insert the differential gear in the clutch housing.
- Position the gearbox housing and tighten 5 screws to the given tightening torque => [page 259](#) .
- Press differential gear towards the clutch housing while simultaneously turning eight times.



- Set the dial gauge to 0 with 1 mm preload on "0".
- A - Dial gauge extension 30 mm
- Move the differential gear up and down, read off and write down the clearance on the dial gauge (example: 0.70 mm).



3.6.1 Determine the adjusting washer

The prescribed bearing preload is reached by adding to the established measured value a constant compression value (0.25 mm).

Example:

measured value	0.70 mm
+ compression (constant value)	0.25 mm
= Thickness of the adjusting washer	0.95 mm

- Remove the gearbox housing.

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- Remove outer ring/tapered-roller bearing from gearbox housing.

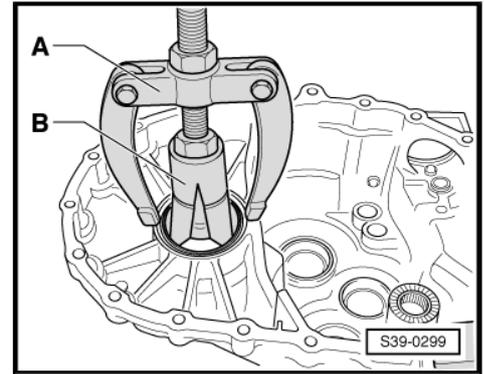
A - Countersupport , e.g. -Kukko 22/2-

B - Interior extractor 46...58 mm , e.g. -Kukko 21/7-

- Insert an adjusting washer of the correct thickness.

The following adjusting washers are available:

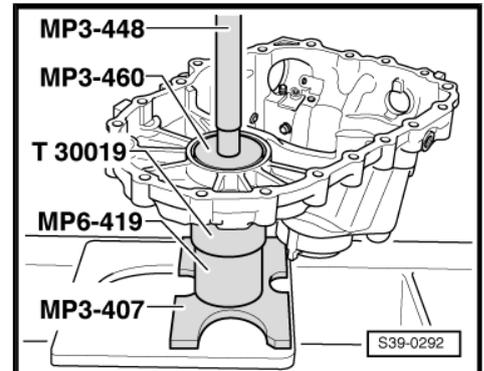
Thickness (mm)	Part number
0.65	02B 409 210
0.70	02B 409 210 A
0.75	02B 409 210 B
0.80	02B 409 210 C
0.85	02B 409 210 D
0.90	02B 409 210 E
0.95	02B 409 210 F
1.00	02B 409 210 G
1.05	02B 409 210 H
1.10	02B 409 210 J
1.15	02B 409 210 K
1.20	02B 409 210 L
1.25	02B 409 210 M



If the measured washer thickness is greater than the one listed in the table, 2 washers corresponding to the measured value may be fitted. First insert the thicker adjusting washer.

Different tolerances allow to select the required thickness for each washer very precisely.

- Press outer ring in again and tighten the gearbox housing with tightening torque => [page 259](#) .



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4 Removing and installing propshaft

Remove and install "two-piece" propshaft (Octavia II)
⇒ [page 394](#) .

Remove and install "one-piece" propshaft (Octavia II, Superb II and Yeti) ⇒ [page 398](#) .

Remove and install propshaft (Octavia III) ⇒ [page 405](#) .

Remove and install rear flexible disk (Octavia III) ⇒ [page 411](#) .

4.1 Removing and installing "two-piece" propshaft (Octavia II)

Special tools and workshop equipment required

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

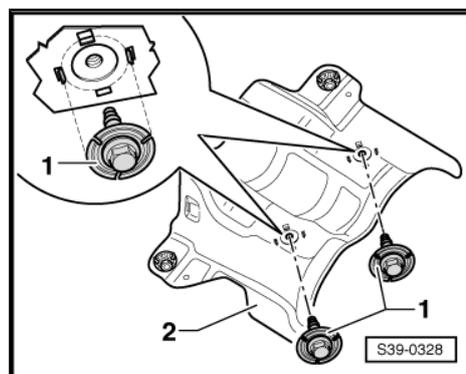


Note

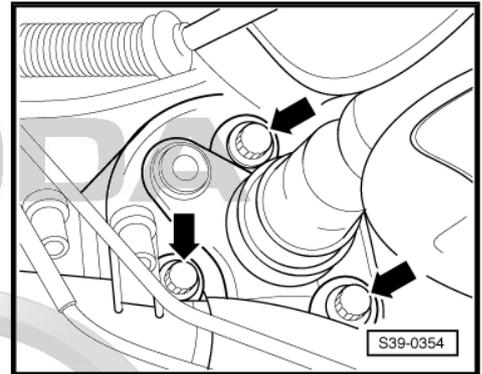
- ◆ *The two-piece propshaft is installed until 27/05/2007. The front propshaft pipe can be separated from rear propshaft pipe.*
- ◆ *Work on the propshaft should be carried out on a two-pillar lift platform.*
- ◆ *Before the removal, mark the position of all parts to each other. Carry out the installation again in the same position, otherwise the imbalance is too great, damages to the bearing and humming noises could occur.*
- ◆ *Do not bend the propshaft, only store extended and transport.*

4.1.1 Removing

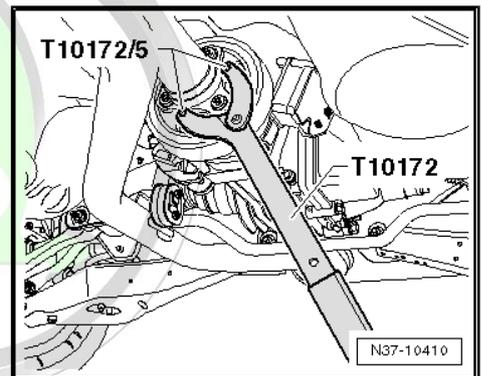
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove the whole exhaust gas system ⇒ Engine; Rep. gr. 26
- Support propshaft with engine/gearbox jack e.g. -V.A.G 1383A- (as an aid, e.g. use a wooden wedge)
- Remove heat shield -2-, to do so release the screws -1-.
- After removing the heat shield screw on again by hand the intermediate bearing of the propshaft with the screws -1-.



- Unscrew propshaft from angle gearbox -arrows-.



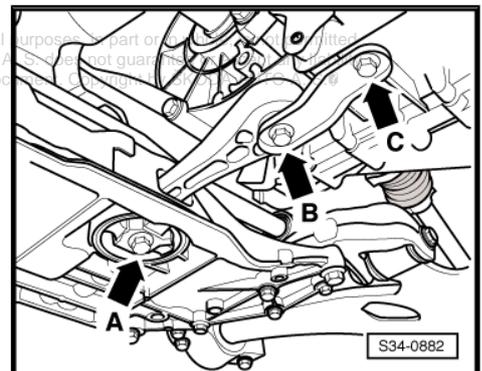
When loosening and tightening, counterhold the propshaft on the rear final drive.



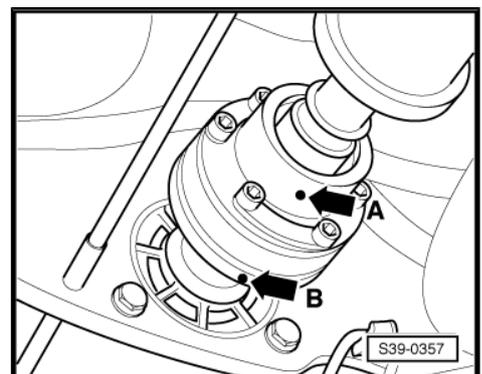
- Remove pendulum support from gearbox, to do so release the bolts -arrow B- and -arrow C-

Note

After unscrewing the fixing screws for the pendulum support at the gearbox, the engine/gearbox unit swivels slightly towards the front (direction front). Make sure that the gasket ring in the flange of the propshaft is not damaged.



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





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



Note

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

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



Note

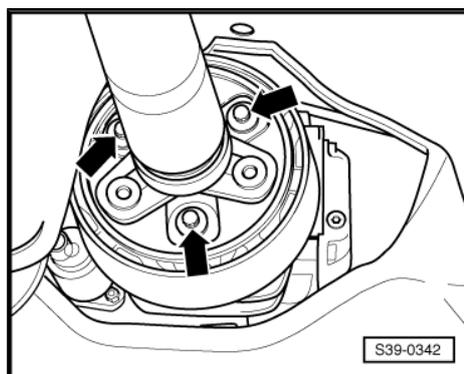
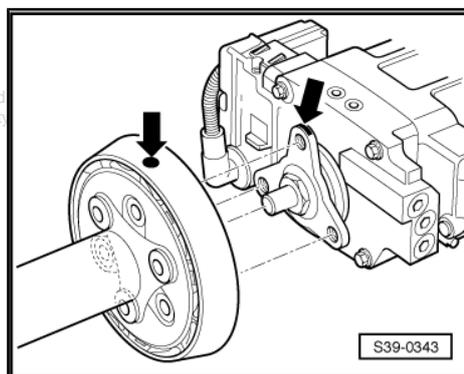
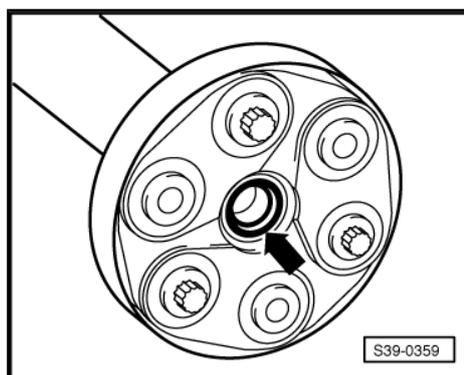
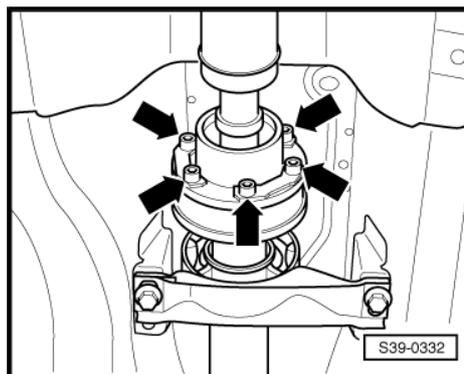
The gasket ring -arrow- in the flange of the propshaft must not be damaged.

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

- Check, if a marking (colour point) is present on the flexible disk/oscillation damper and at the flange on the Haldex coupling -arrows-. If not, mark the position of the flexible disk and the flange on the Haldex coupling to each other -arrows-.

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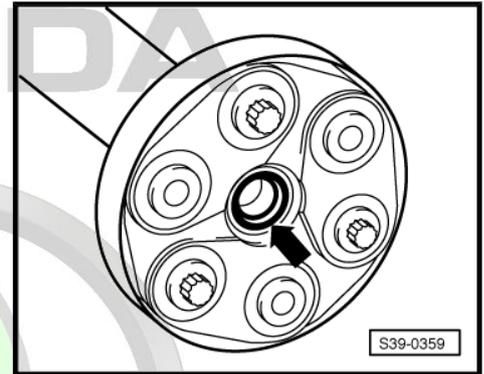
- Unscrew rear propshaft pipe with flexible disk and oscillation damper from rear final drive -arrows-.
- Unscrew intermediate bearing of propshaft from the vehicle arrows.
- Carefully pull off the rear propshaft pipe from the centering stud.



i Note

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

The flexible disk and oscillation damper cannot be separated.



4.1.2 Install

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

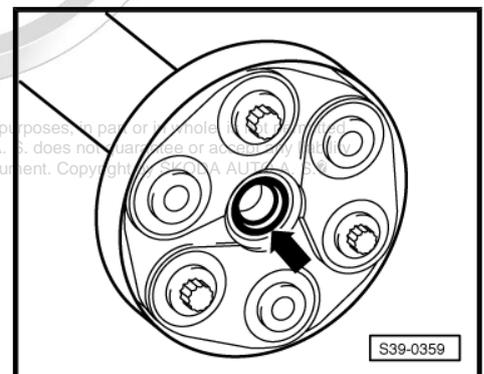
When re-installing, fit all parts of the propshaft marked to each other in the same position.

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

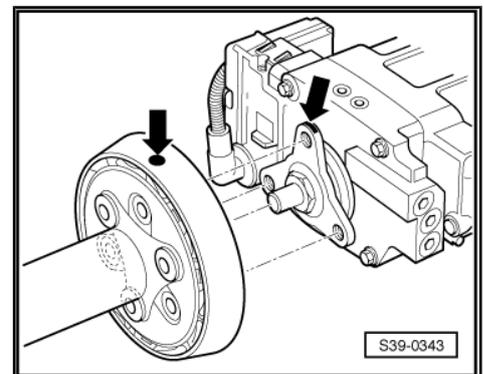
- Push propshaft horizontally onto the respective centering studs.

Fitting position:

Three protruding bushings at the angle gearbox flange or the Haldex coupling flange and propshaft flange grip into the location holes of the flexible disks.



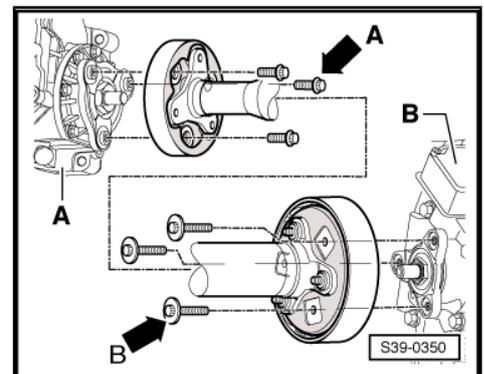
- Install the propshaft on the flange of the Haldex coupling and on the flange of the angle gearbox in such a way that the markings -arrows- are on the same line.



Observe fitting location of the different collar screws.

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

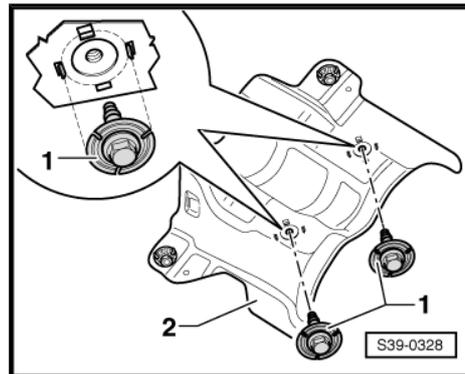
- Align intermediate bearing in its elongated holes in such a way that the propshaft or the intermediate bearing is not under tension.
- Only screw down intermediate bearing after tightening the propshaft.





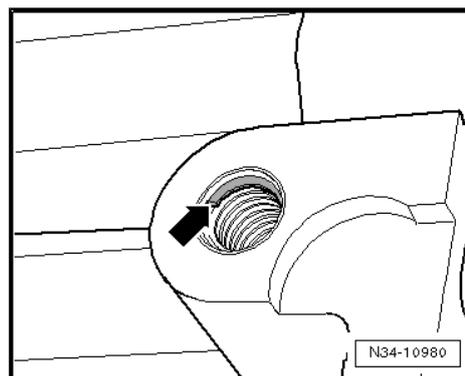
When screwing the heat shield -2- with the intermediate bearing make sure that the screws -1- are within the four centering tabs.

- Align the exhaust system, without tightening ⇒ Engine; Rep. gr. 26 .
- Install pendulum support at the gearbox ⇒ Engine; Rep. gr. 40 .



Note

- ◆ As of gearbox production date 28/05/2007, threaded inserts are located in the bolt-holes for the pendulum support (e.g. "HeliCoil").
- ◆ Distinguishing feature: Shoulder on the first thread -arrow-. These threaded inserts can be installed with Thread Repair Kit - z. B. VAS 6024- .
- ◆ Pay attention to the corresponding fixing screws and the tightening torque for the pendulum support ⇒ Chassis; Rep. gr. 40

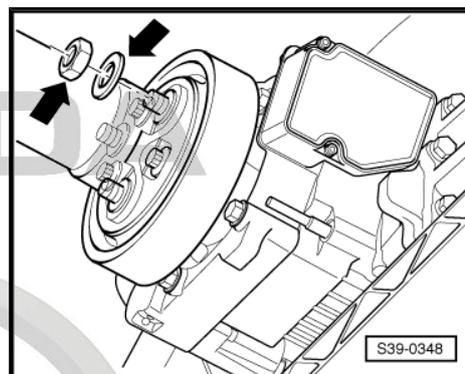


- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



Note

- ◆ If droning noises occur while driving, the following must be observed:
- ◆ Remove balancing nut and balancing washer -arrows-.
- ◆ Afterwards unscrew if necessary the propshaft with the flexible disk from the flange of the Haldex coupling and screw on again offset to a hole.
- ◆ If the droning noises can still be heard, the propshaft must be screwed on once again offset to a hole.



Tightening torques

Component	Nm
Intermediate bearing to body	⇒ page 415
Front to rear propshaft pipe	⇒ page 415
Flexible disk to rear final drive	⇒ page 415
Flexible disks to propshaft ¹	⇒ page 415
Flexible disk to angle gearbox	⇒ page 415

1) Always replace screws ⇒ Electronic Catalogue of Original Parts .

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4.2 Remove and install "one-piece" propshaft (Octavia II, Superb II and Yeti)

Special tools and workshop equipment required

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

 **Note**

- ◆ *The “one-piece” propshaft is installed as of 28/05/2007. The front propshaft pipe cannot be separated from rear propshaft pipe.*
- ◆ *Work on the propshaft should be carried out on a two-pillar lift platform.*
- ◆ *Before the removal, mark the position of all parts to each other. Carry out the installation again in the same position, otherwise the imbalance is too great, damages to the bearing and humming noises could occur.*
- ◆ *Flexible disks to propshaft and corresponding fixing screws are not supplied as spare parts. Thus in case of damage, the entire propshaft must be replaced ⇒ Electronic Catalogue of Original Parts .*
- ◆ *Do not bend the propshaft, only store extended and transport.*
- ◆ *When removing, do not let the propshaft »hang«, always support it.*
- ◆ *Always remove the propshaft horizontally from the centering stud or push on.*

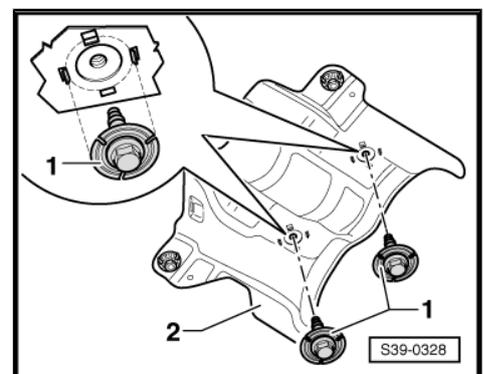
4.2.1 Removing

- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Removing the whole exhaust gas system ⇒ Engine; Rep. gr. 26 .
- Support propshaft with engine/gearbox jack , e.g. -V.A.G 1383A- (as an aid, e.g. use a wooden wedge).
- Secure the propshaft against falling down with a belt.

For vehicles Octavia II and Yeti

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

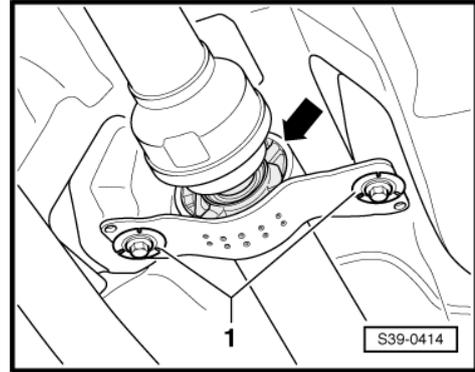
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- After removing the heat shield screw on again by hand the intermediate bearing of the propshaft -arrow- with the screws -1-.

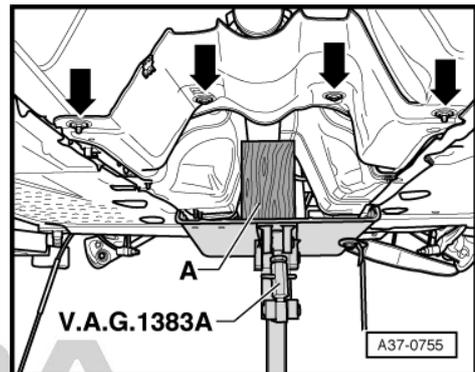
For vehicles Superb II



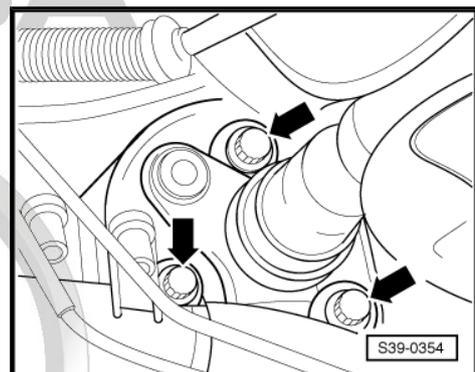
- Remove the heat protection plate below the propshaft -arrows-.

For all vehicles

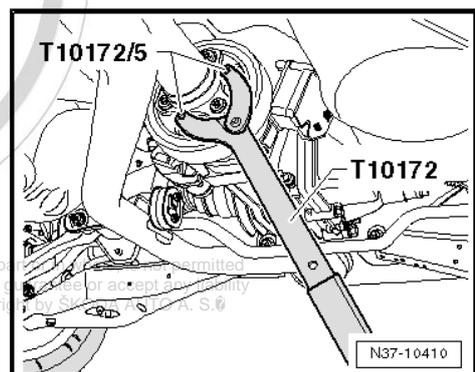
- Mark the position of the propshaft with flexible disk to the output flange of the angle gearbox.



- Unscrew propshaft from angle gearbox -arrows-.

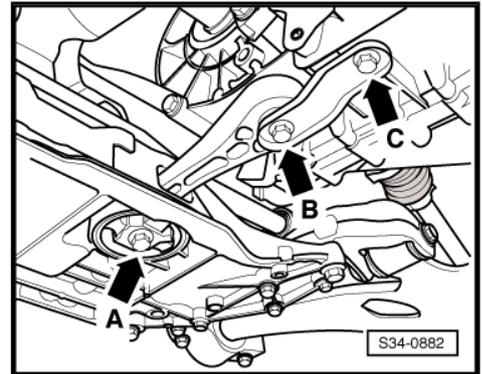


When loosening and tightening, counterhold the propshaft on the rear final drive.



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

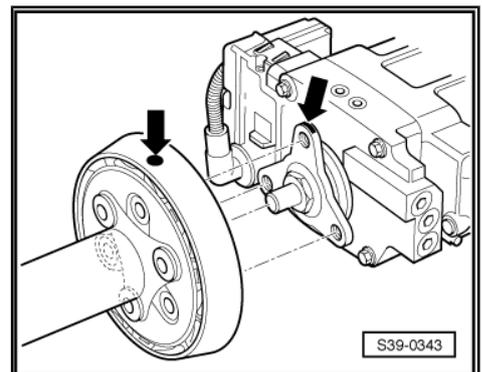
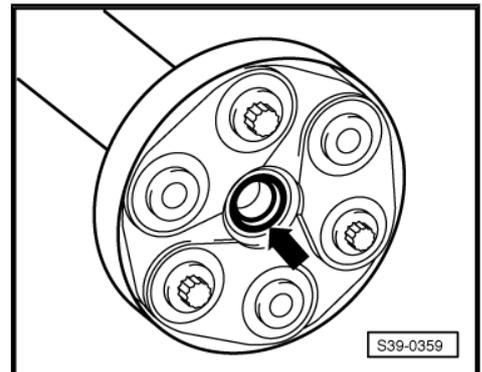


i Note

After unscrewing the fixing screws for the pendulum support at the gearbox, the engine/gearbox unit swivels slightly towards the front (direction front). Make sure that the gasket ring in the flange of the propshaft is not damaged.

For vehicles Octavia II with rear final drive "02D/0AV"

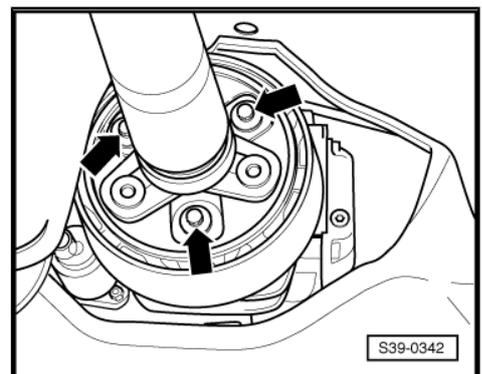
- Check, if a marking (colour point) is present on the flexible disk/oscillation damper and at the flange on the Haldex coupling -arrows-. If not, mark the position of the flexible disk and the flange on the Haldex coupling to each other -arrows-.



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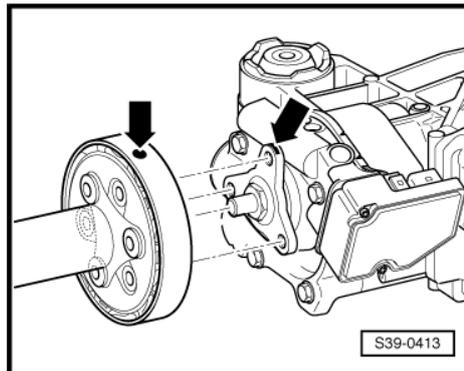
- Unscrew propshaft with flexible disk and oscillation damper from rear final drive -arrows-.

For all vehicles with rear final drive "0BR"





- Check, if a marking (colour point) is present on the flexible disk/oscillation damper and at the flange on the Haldex coupling -arrows-. If not, mark the position of the flexible disk and the flange on the Haldex coupling to each other -arrows-.

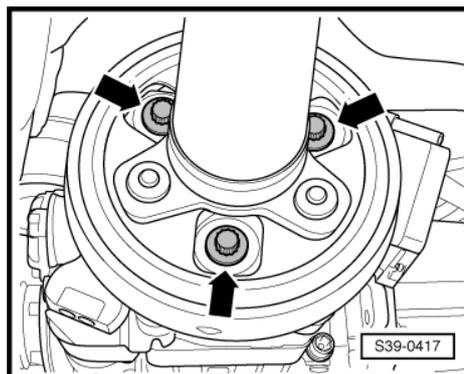


- Unscrew propshaft with flexible disk and oscillation damper from rear final drive -arrows-.

For all vehicles

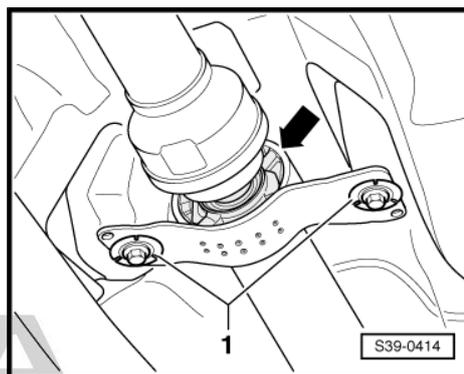
A second person is required to secure the front propshaft pipe for the further removal operations.

For vehicles Octavia II and Yeti



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

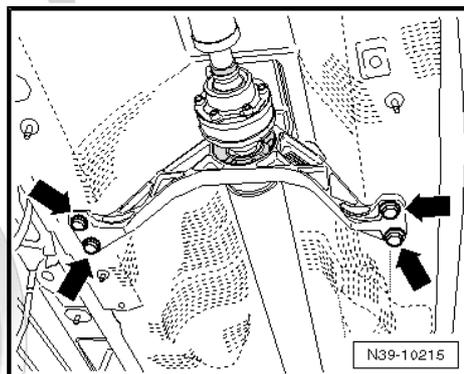
For vehicles Superb II



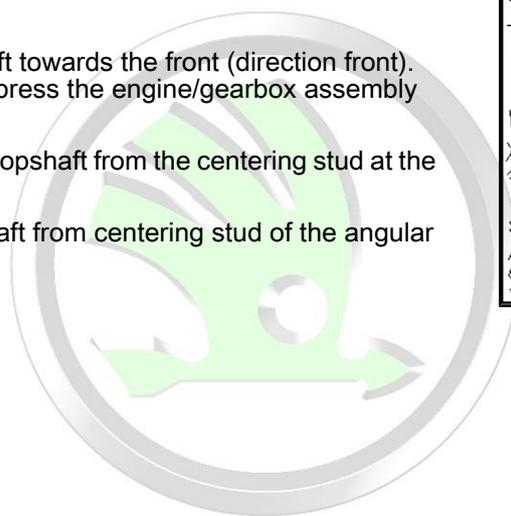
- Unscrew intermediate bearing of propshaft from the vehicle -arrows-.

For all vehicles

- Then guide the propshaft towards the front (direction front). While doing so, slightly press the engine/gearbox assembly forwards.
- Afterwards pull off the propshaft from the centering stud at the rear final drive.
- Then pull off the propshaft from centering stud of the angular gearbox.

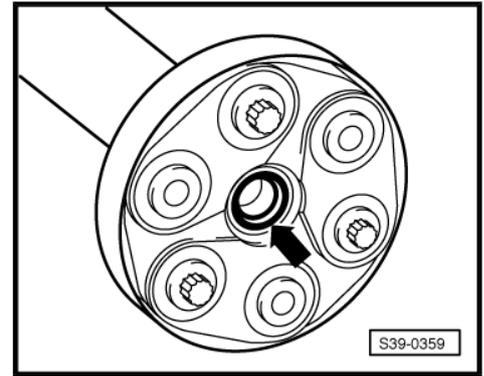


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i Note

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



4.2.2 Install

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

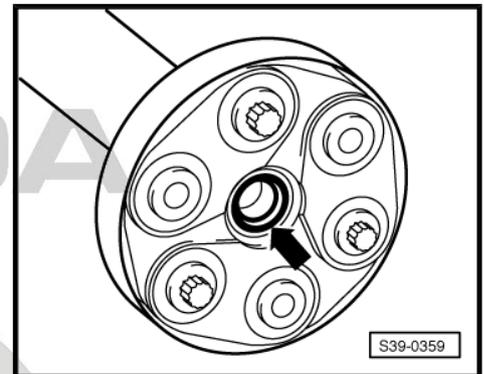
When re-installing, fit all parts of the propshaft marked to each other in the same position.

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

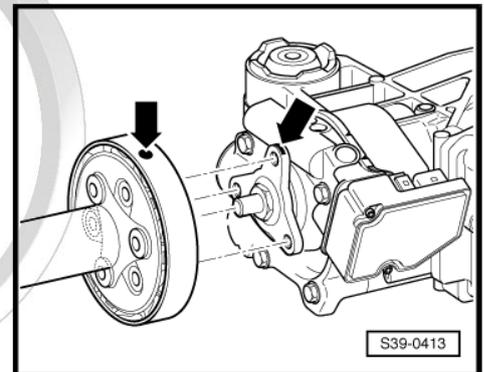
- Push propshaft horizontally onto the respective centering studs.

Installation position

Three protruding bushings at the angle gearbox flange or the Haldex coupling flange and propshaft flange grip into the location holes of the flexible disks.



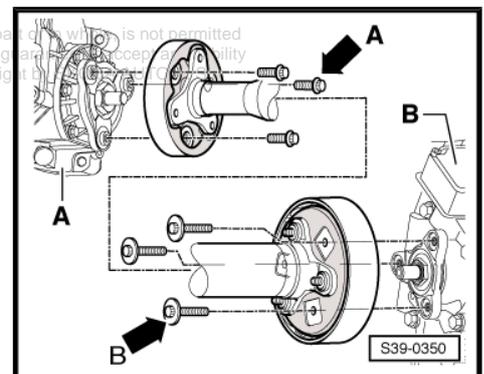
- Install the propshaft on the flange of the Haldex coupling and on the flange of the angle gearbox in such a way that the markings -arrows- are on the same line.



Observe fitting location of the different collar screws.

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

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





For vehicles Superb II

- Only screw down intermediate bearing after tightening the propshaft -arrows-.
- Install the heat shield below the propshaft.

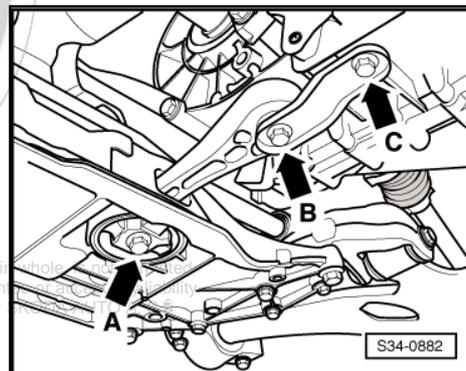
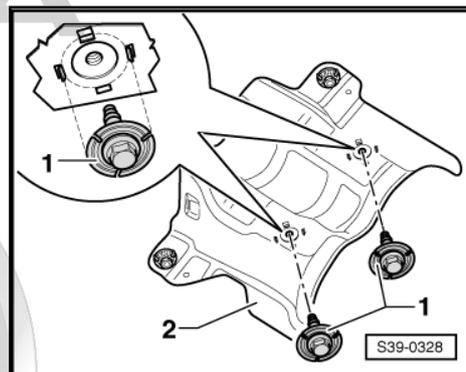
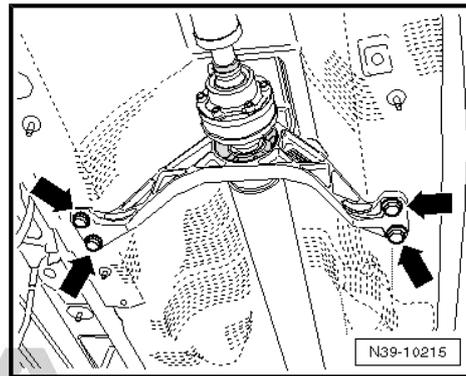
For vehicles Octavia II and Yeti

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

- Only screw down intermediate bearing after tightening the propshaft -arrows-.

For all vehicles

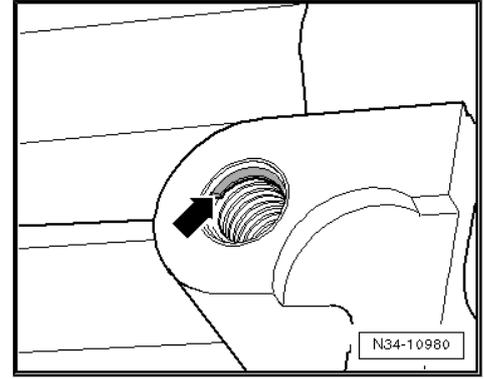
- Screw the pendulum support with new screws -arrow B- and -arrow C- onto the gearbox ➔ Engine; Rep. gr. 10



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i Note

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



- Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26 .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .

i Note

- ◆ If droning noises occur while driving, the following must be observed:
- ◆ Unscrew the propshaft with the flexible disk from the flange of the Haldex coupling and screw on again offset to a hole.
- ◆ If the droning noises can still be heard, the propshaft must be screwed on once again offset to a hole.

Tightening torques of vehicles Octavia II and Yeti

Component	Nm
Intermediate bearing to body	⇒ page 420
Propshaft to rear final drive	⇒ page 420
Propshaft to angle gearbox	⇒ page 420

Tightening torques of vehicles Superb II

Component	Nm
Intermediate bearing to body	⇒ page 421
Propshaft to rear final drive	⇒ page 421
Propshaft to angle gearbox	⇒ page 421

4.3 Remove and install propshaft (Octavia III)

Special tools and workshop equipment required

- ◆ Counterholder - T10172- with adapters - T10172/5-



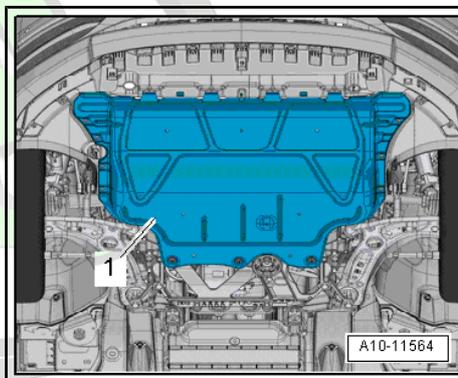
Removing



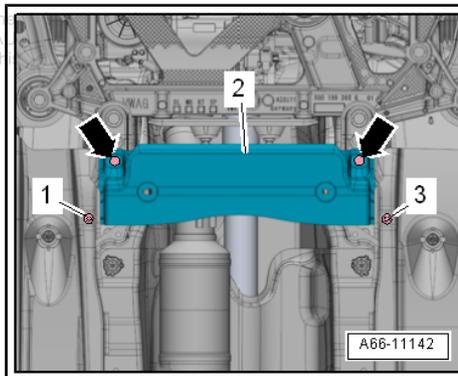
Note

- ◆ *Work on the propshaft must be carried out on a two-pillar lift platform.*
- ◆ *Before the removal, mark the position of all parts to each other. Reinstall in the same position, otherwise the imbalance increases, so that damage to the bearing and booming noise could occur.*
- ◆ *Do not bend the propshaft, only store extended and transport.*
- ◆ *When removing, do not let the propshaft hang down, but always support it.*
- ◆ *Always remove or mount the propshaft horizontally from the centering stud.*

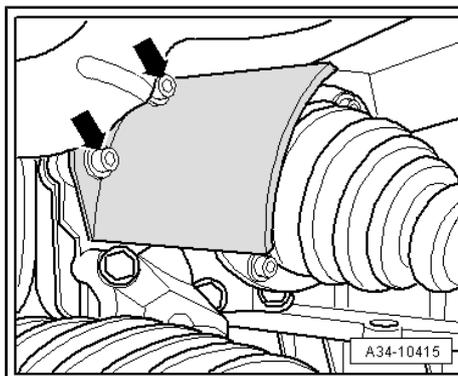
- Remove middle and rear part of exhaust system ⇒ Engine; Rep. gr. 26 .
- Remove the sound dampening system -1- ⇒ Body Work; Rep. gr. 66 .



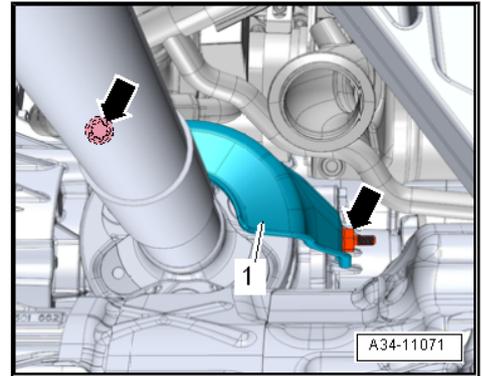
- Remove the rear sound dampening system -2- ⇒ Body Work; Rep. gr. 66 .



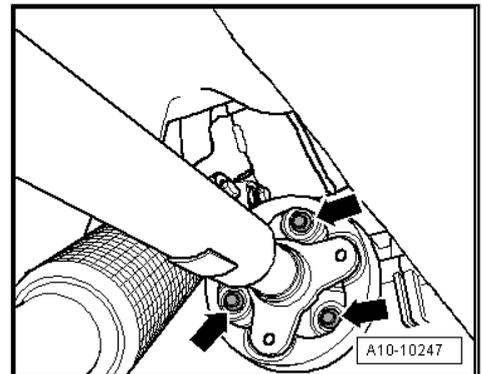
- If present, release screws -arrows- and remove heat shield for right drive shaft.



- Release screws -arrows- and remove heat shield -1-.

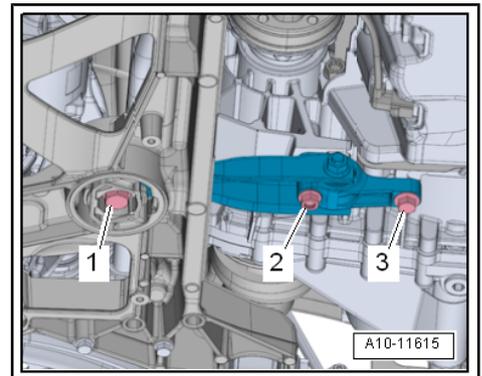


- To reinstall, mark the position of the flexible disk and the angle gearbox flange to each other.
- Unscrew the propshaft from the angle gearbox -arrows-, while counterholding with a lever on the triangular flange.



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



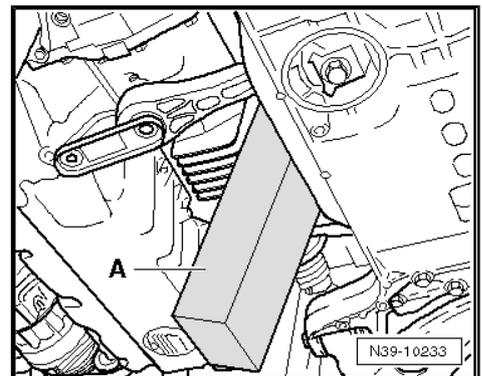
- Push the engine/gearbox unit forward and secure with a suitable piece of wood -A-.
- Pull off the propshaft tube from the centering stud of the angle gearbox and push it to the right side of the vehicle.



Caution

Risk of damage to the gasket ring -arrow- on the flange of the propshaft.

- ◆ *Push the propshaft horizontally back as far as possible.*





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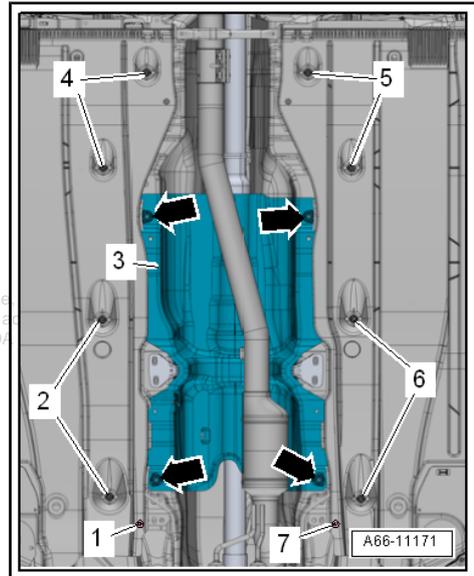
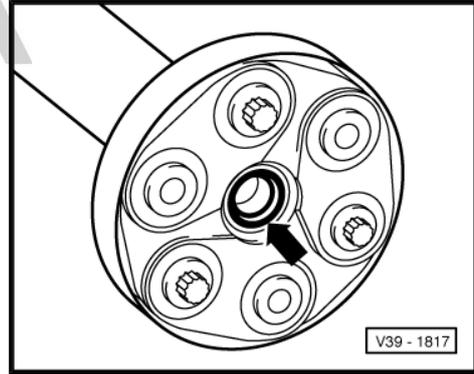
Note

In case of damaged gasket ring the propshaft must be replaced.

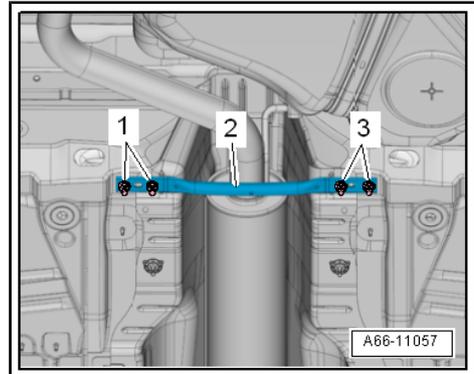


- Remove heat shield -3- for propshaft => Body work; Rep. gr. 66

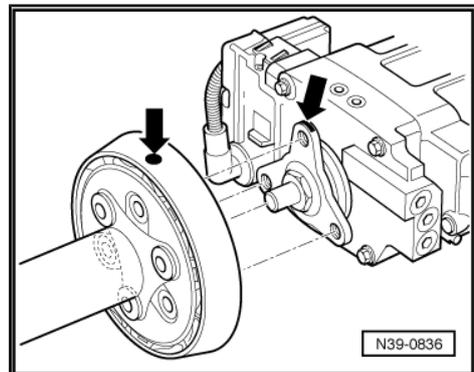
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- Remove rear tunnel bridge -2- => Body work; Rep. gr. 66 .



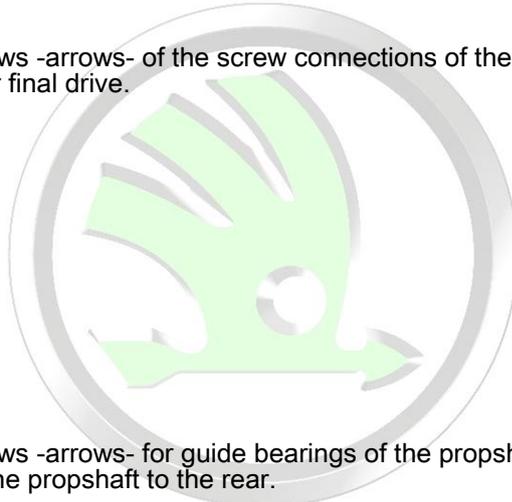
- Check if there are markings (coloured points) on the flexible disk and on the propshaft flange on the rear final drive -arrows-.
- If there are no markings, mark the position of the flexible disk opposite the propshaft flange on the rear final drive.
- Also mark the position of the propshaft opposite the flange on the angle gearbox.



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

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



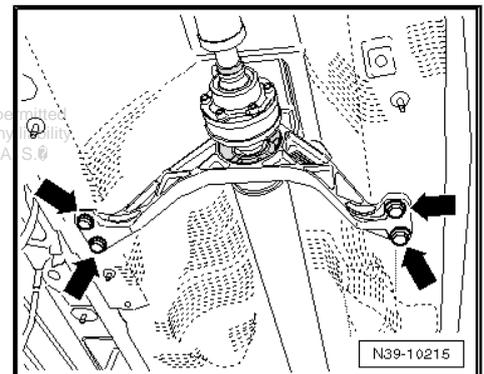
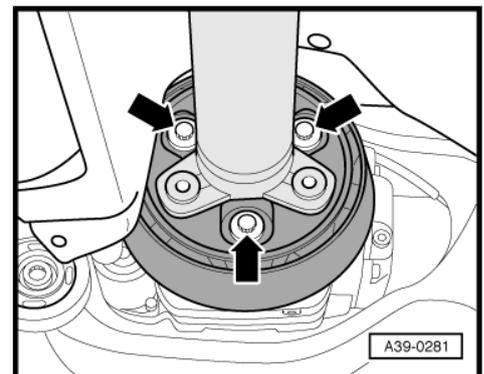
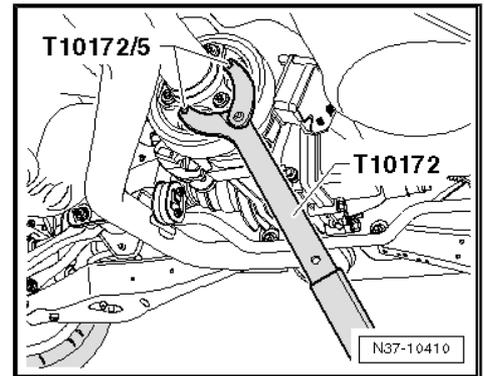
- Unscrew screws -arrows- for guide bearings of the propshaft and remove the propshaft to the rear.
- Pull off the propshaft tube from the centering stud of the rear final drive.



Caution

Risk of damage to the gasket ring -arrow- on the flange of the propshaft.

- ◆ **Pull off propshaft horizontally from centering stud.**



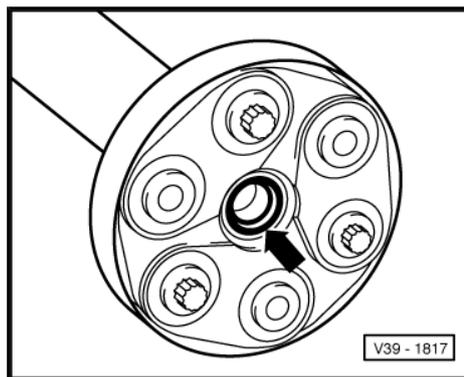
**Note**

In case of damaged gasket ring the propshaft must be replaced.

**Caution**

Risk of damage to protective collar for guide bearing.

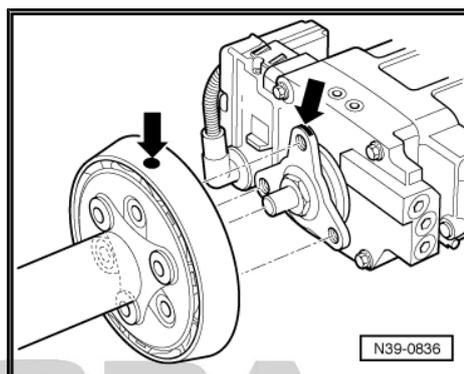
- ◆ *Store propshaft stretched out as far as possible, remove and install.*

**Install**

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

**Note**

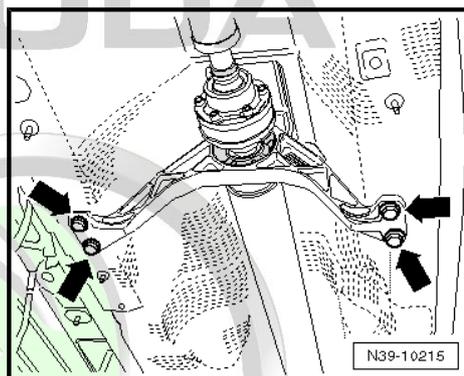
- ◆ *Install all parts marked relative to each other in the same position.*
 - ◆ *Replace screws which have been tightened to torquing angle.*
- Fit propshaft to rear final drive such that the markings -arrows- are in one plane.



- Insert screws -arrows- for guide bearing, but do not tighten.
- Tighten screws for flexible disks of propshaft on angle gearbox and rear final drive.
- Align guide bearing in elongated holes so that propshaft and guide bearing are free of stress.
- Tighten screws -arrows-.

Tightening torques

- ◆ Propshaft ⇒ [page 423](#) .
- ◆ Unit mounting ⇒ Engine; Rep. gr. 10 .
- ◆ Exhaust system ⇒ Engine; Rep. gr. 26 .
- ◆ Tunnel bridge ⇒ Body work; Rep. gr. 66 .
- ◆ Heat shield ⇒ Body work; Rep. gr. 66 .
- ◆ Noise insulation ⇒ Body work; Rep. gr. 66 .



4.4 Remove and install rear flexible disk (Octavia III)

Special tools and workshop equipment required

- ◆ Counterholder - T10172- with adapters - T10172/5-

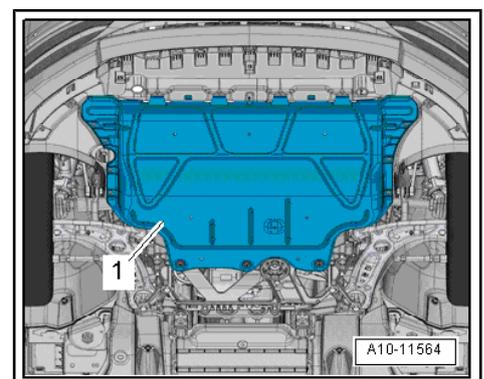
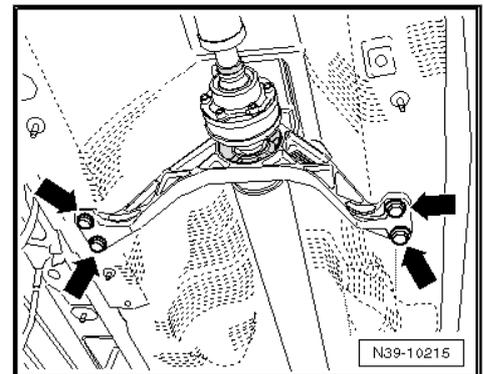
Removing

Note

- ◆ *Work on the propshaft must be carried out on a two-pillar lift platform.*
 - ◆ *Before the removal, mark the position of all parts to each other. Reinstall in the same position, otherwise the imbalance increases, so that damage to the bearing and booming noise could occur.*
 - ◆ *Do not bend the propshaft, only store extended and transport.*
 - ◆ *When removing, do not let the propshaft hang down, but always support it.*
 - ◆ *Always remove or mount the propshaft horizontally from the centering stud.*
- Remove middle and rear part of exhaust system ⇒ Engine; Rep. gr. 26 .
 - Loosen screws -arrows- for center bearing about 3 turns.

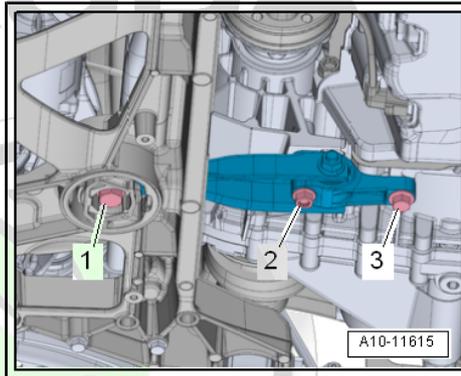
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- Remove the sound dampening system -1- ⇒ Body Work; Rep. gr. 66 .





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

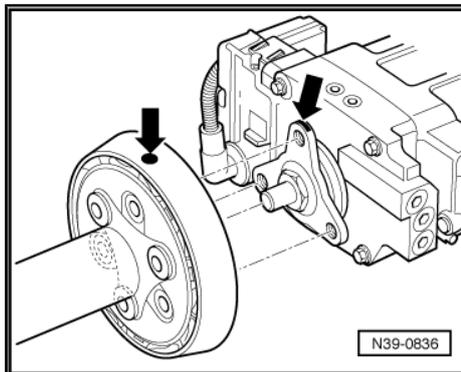


- Push the engine/gearbox unit forward and secure with a suitable piece of wood -A-.

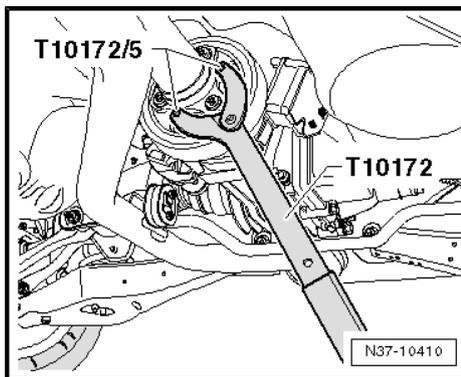


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- Check if there are markings (coloured points) on the flexible disk and on the propshaft flange on the rear final drive -arrows-.
- If there are no markings, mark the position of the flexible disk opposite the propshaft flange on the rear final drive.



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



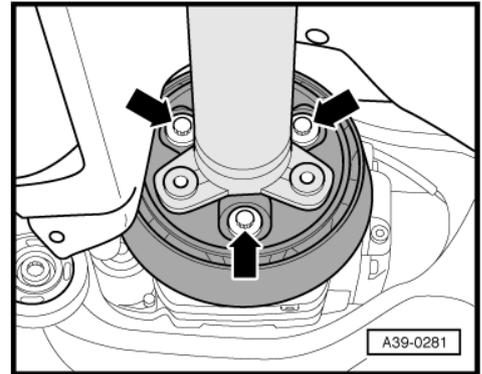
- Unscrew screws -arrows- of the screw connections of the propshaft/rear final drive.



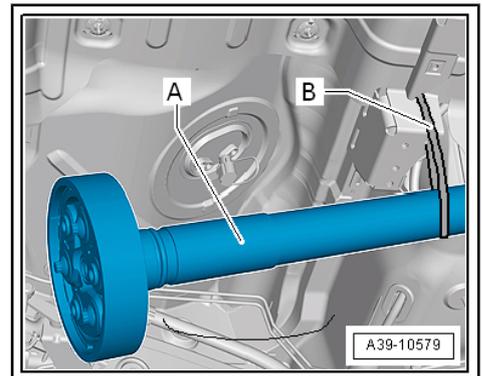
Caution

Risk of damage to the gasket ring arrow on the flange of the propshaft.

- ◆ *Pull off propshaft horizontally from centering stud.*

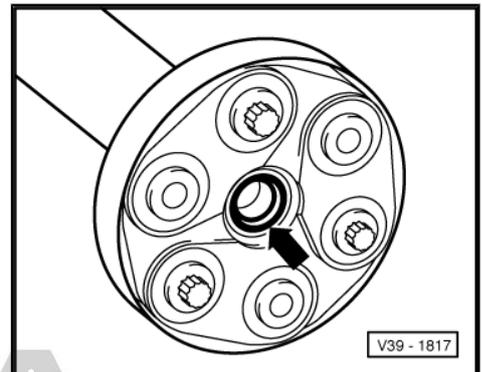


- Pull off propshaft -A- from centering stud of rear final drive and tie, e.g. with a wire -B- to the body.

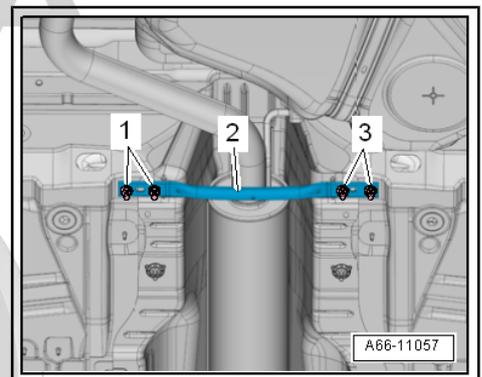


Note

If the gasket ring -arrow- is damaged, the propshaft must be replaced.



- Remove rear tunnel bridge -2- → Body work; Rep. gr. 66 .
- Mark the mutual positions of the rear flexible disk and the flange for the propshaft tube.





- Remove the rear flexible disk from the propshaft tube
-arrows-

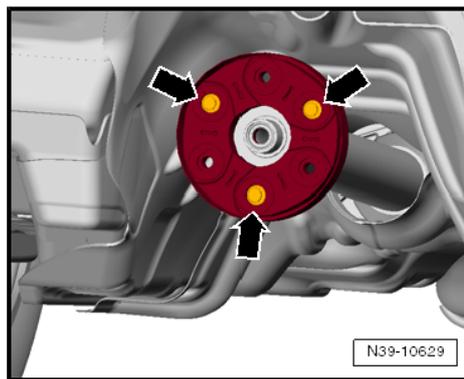
Install

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

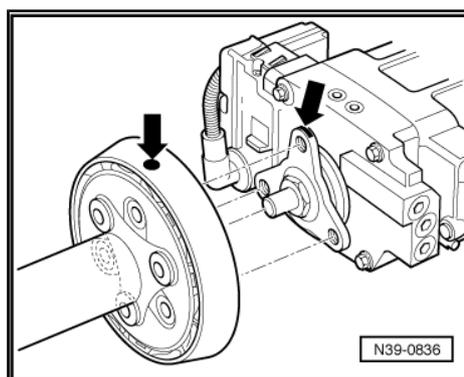


Note

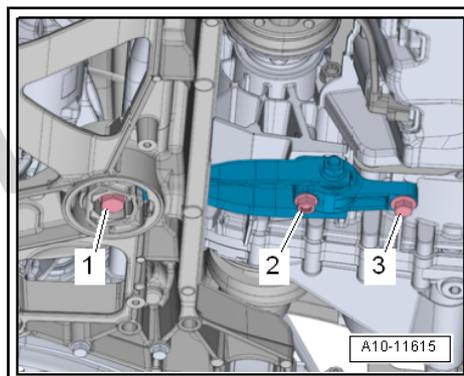
- ◆ Install all parts marked relative to each other in the same position.
- ◆ Replace screws which have been tightened to torquing angle.



- Insert propshaft to rear final drive such that the markings
-arrows- are in one plane.
- Tighten screws for flexible disk of propshaft on rear final drive.



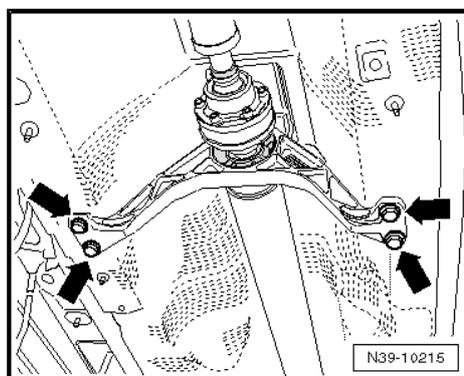
- Tighten screws -2 and 3- for pendulum support.



- Align guide bearing in elongated holes so that propshaft and guide bearing are free of stress.
- Tighten screws -arrows-

Tightening torques

- ◆ Propshaft ⇒ [page 423](#) .
- ◆ Unit mounting ⇒ Engine; Rep. gr. 10 .
- ◆ Exhaust system⇒ Engine; Rep. gr. 26 .
- ◆ Tunnel bridge ⇒ Body work; Rep. gr. 66 .
- ◆ Heat shield⇒ Body work; Rep. gr. 66 .
- ◆ Noise insulation ⇒ Body work; Rep. gr. 66 .



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5 Repairing propshaft

Repair two-piece propshaft (Octavia II) ⇒ [page 415](#) .

Repair one-piece propshaft (Octavia II and Yeti) ⇒ [page 420](#) .

Repair propshaft (Superb II) ⇒ [page 421](#) .

Propshaft - Summary of components (Octavia III) ⇒ [page 423](#) .

5.1 Repairing “two-piece” propshaft (Octavia II)

Special tools and workshop equipment required

- ◆ Drive bushing - MP3-402 (VW 244B)-
- ◆ Pressure plate - MP3-406 (VW 401)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Assembly device for drive shaft - MP3-422 (VW 391)-
- ◆ Pressure spindle - MP3-448 (VW 408A)-
- ◆ Strutting bushing - MP6-428 (VW 522)-
- ◆ Clamping device - MP6-429 (40-204A)-
- ◆ Separating device 12...75 mm , e.g. -Kukko 17/1-
- ◆ Extractor , e.g. -Kukko 18/0-
- ◆ Hose binding claw

Note

- ◆ *The two-piece propshaft is installed until 27.05.07. The front propshaft pipe Pos. 5 can be separated from the rear propshaft pipe Pos. 19.*
- ◆ *During the manufacture, the entire propshaft is balanced, in order to obtain the smoothest running possible. The balancing of the entire propshaft or the individual propshaft pipes is not possible with workshop tools. It is therefore essential to always replace the entire propshaft in case of damage to the front or the rear propshaft pipe.*
- ◆ *Do not bend the propshaft, only store extended and transport.*
- ◆ *Before the removal, mark the position of all parts to each other. Carry out the installation again in the same position, otherwise the imbalance is too great, damages to the bearing and humming noises could occur.*

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1 - Angle gearbox

2 - 50 Nm + torque a further 90°

- always replace ⇒ Electronic Catalogue of Original Parts

3 - Flexible disk with heat shield

- Fitting position: The open side of the heat shield faces towards the gearbox

4 - 60 Nm

- Assignment ⇒ [page 419](#)

5 - Front propshaft pipe

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

6 - 40 Nm

7 - Shim

8 - Open warm-type clamp

- tensioning ⇒ [page 418](#)

9 - Joint boot for CV joint

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

10 - Disc spring

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

11 - Gasket

- always replace (pull off protective foil and stick in joint) ⇒ Electronic Catalogue of Original Parts

12 - CV joint

- pressing off ⇒ [page 417](#)
- pressing on ⇒ [page 417](#)
- Grease filling: Push 25 g grease on each side (total 50 g) into the joint. Grease joint if necessary, when replacing the joint boot

13 - Circlip

- always replace ⇒ Electronic Catalogue of Original Parts
- removing and installing with circlip pliers

14 - 45 Nm

15 - Washer

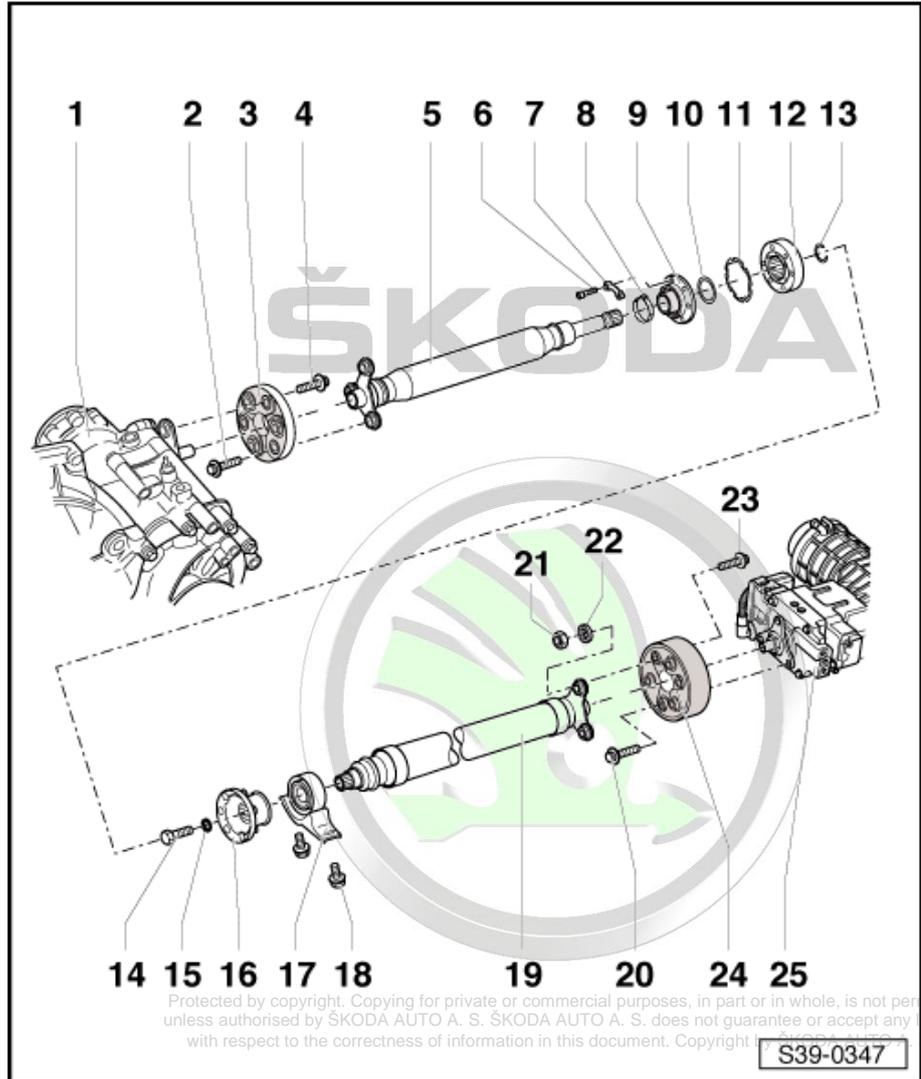
- always replace ⇒ Electronic Catalogue of Original Parts

16 - Flange

- remove ⇒ [page 418](#)
- installing ⇒ [page 418](#)

17 - Intermediate bearing

- remove ⇒ [page 418](#)



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S39-0347

- Fitting position ⇒ [page 419](#)
- drive in ⇒ [page 419](#)

18 - 25 Nm

- attaches additionally the heat shield

19 - Rear propshaft pipe

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

20 - 60 Nm

- Assignment ⇒ [page 419](#)

21 - Balancing nut

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

22 - Balancing washer

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

23 - 50 Nm + torque a further 90°

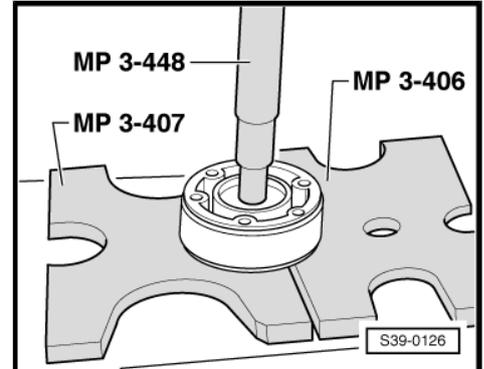
- always replace ⇒ [Electronic Catalogue of Original Parts](#)

24 - Flexible disk with oscillation damper

- Fitting position ⇒ [page 419](#)

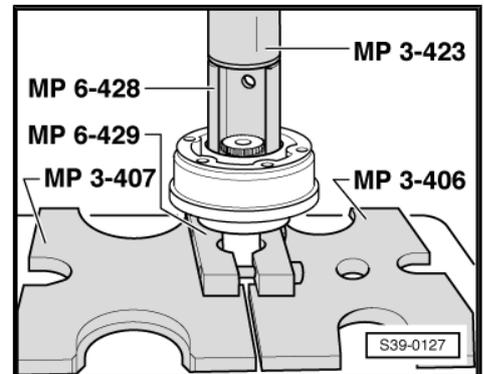
25 - Rear final drive

Pressing off CV joint



Pressing on CV joint

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

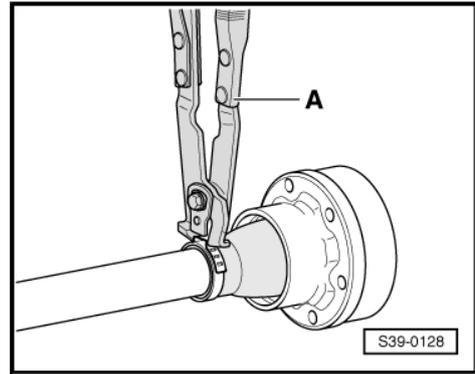




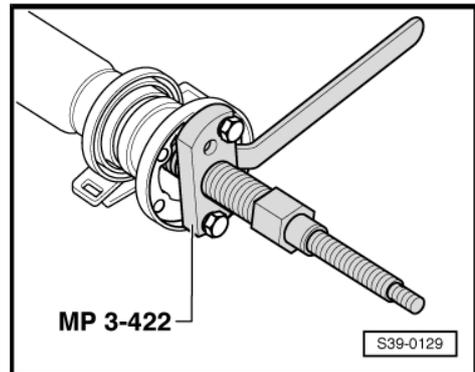
Tighten warm-type clamp

-A- Hose binding claw

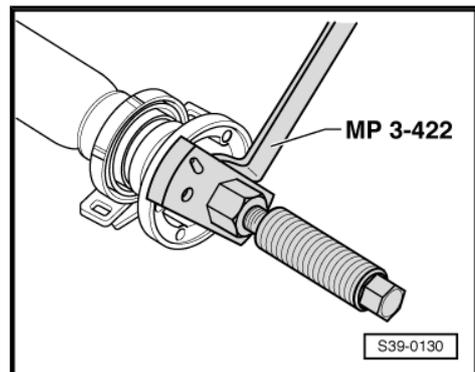
In case of repair assign the warm-type clamp via → Electronic catalogue of original parts .



Remove the flange



Install the flange



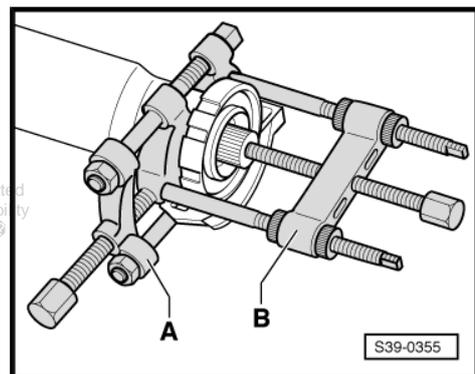
Remove the intermediate bearing

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

-A- Separating device 12...75 mm e.g. -Kukko 17/1-

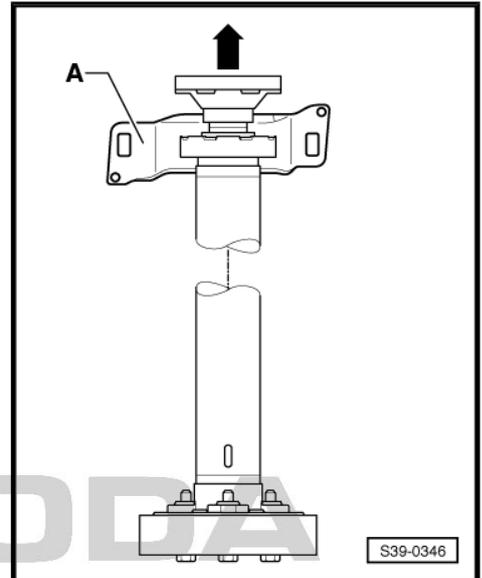
-B- extractor e.g. -Kukko 18/0-

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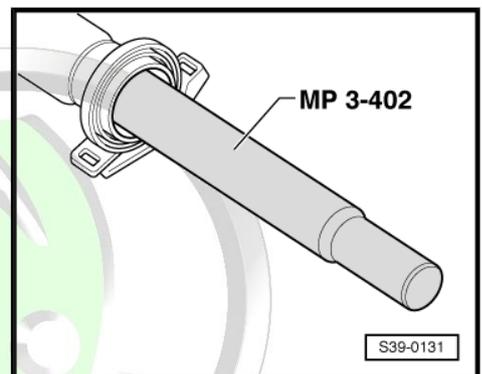
Fitting position of the intermediate bearing

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



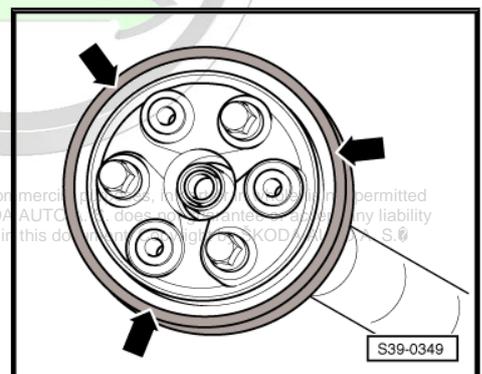
Drive in intermediate bearing

Drive in intermediate bearing up to the stop.



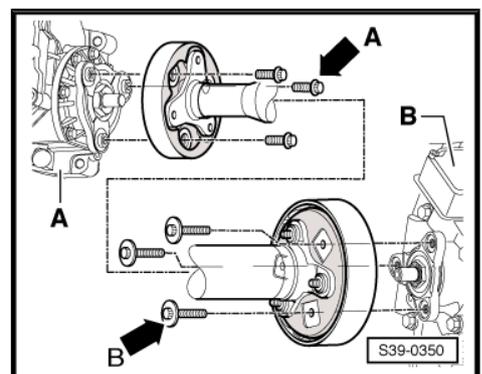
Fitting position of flexible disk with oscillation damper

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



Observe fitting location of the different collar screws

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



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5.2 Repairing “one-piece” propshaft (Octavia II and Yeti)



Note

- ◆ The “one-piece” propshaft is installed up to 28.05.07. The front propshaft pipe cannot be separated from rear propshaft pipe.
- ◆ During the manufacture, the entire propshaft is balanced, in order to obtain the smoothest running possible. The balancing of the entire propshaft is not possible with workshop tools. Thus in case of damage, the entire propshaft must be replaced ⇒ *Electronic Catalogue of Original Parts* .
- ◆ Do not bend the propshaft, only store extended and transport.
- ◆ Before the removal, mark the position of all parts to each other. Carry out the installation again in the same position, otherwise the imbalance is too great, damages to the bearing and humming noises could occur.
- ◆ Flexible disks to propshaft and corresponding fixing screws are not supplied as spare parts. Thus in case of damage, the entire propshaft must be replaced ⇒ *Electronic Catalogue of Original Parts* .

1 - Angle gearbox

2 - 60 Nm

- 3 pieces
- M10 x 30
- Assignment
⇒ [page 421](#)

3 - Propshaft

- removing and installing
⇒ [page 394](#)
- when installing and removing do not damage the centering bushing and gasket ring in the middle of the flange
- Fitting position: The intermediate bearing Pos. 5 is located in the direction of travel behind the monoblock joint -arrow-

4 - 60 Nm

- 3 pieces
- M10 x 45
- Assignment
⇒ [page 421](#)

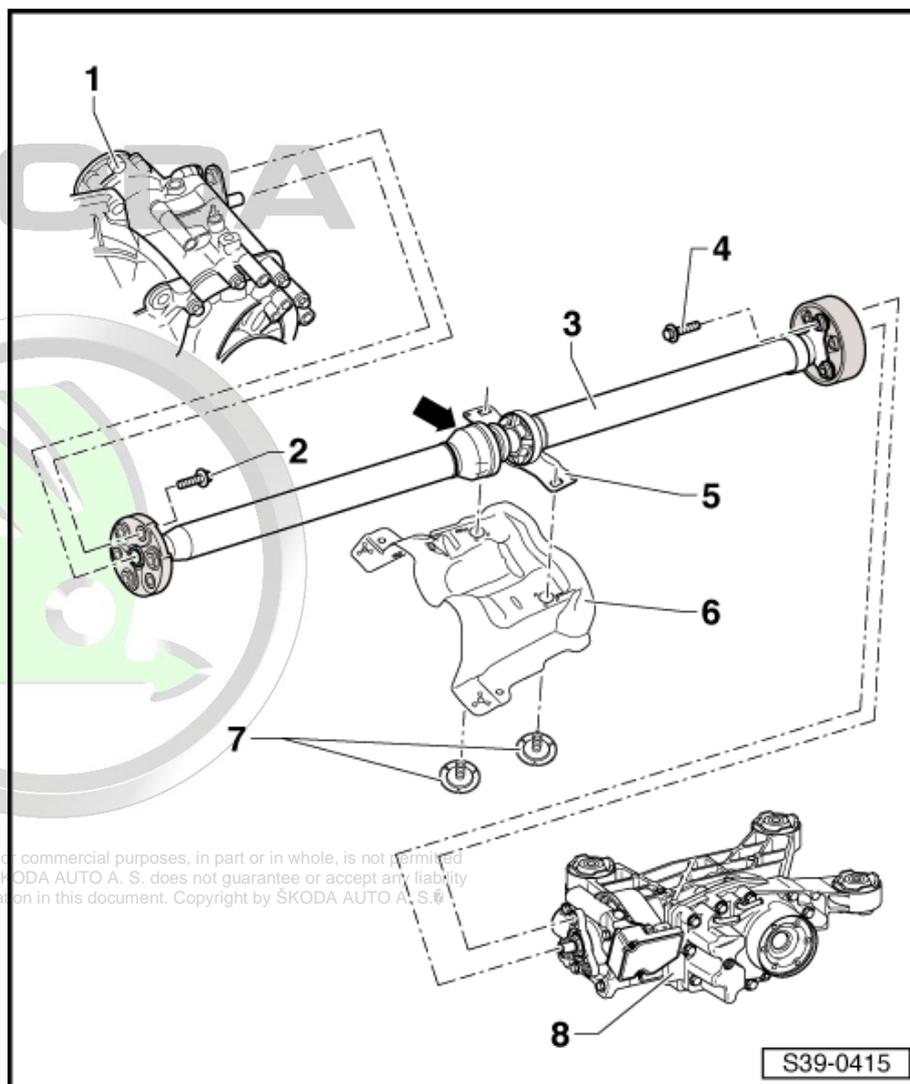
5 - Intermediate bearing

- align free of stress
⇒ [page 403](#)
- replace propshaft if damaged

6 - Heat shield

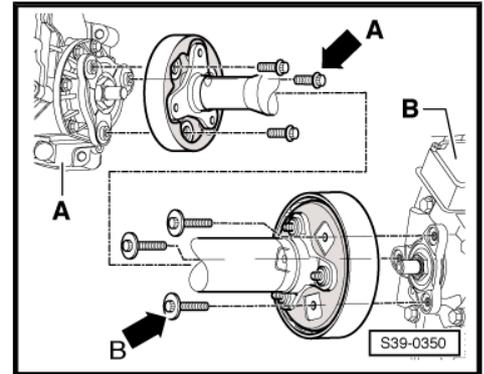
7 - 25 Nm

8 - Rear final drive



Observe fitting locations of the different collar screws

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



5.3 Repairing propshaft (Superb II)

 Note

- ◆ *The propshaft is one piece. The front propshaft pipe cannot be separated from the rear propshaft pipe.*
- ◆ *During the manufacture, the entire propshaft is balanced, in order to obtain the smoothest running possible. The balancing of the entire propshaft is not possible with workshop tools. Thus in case of damage, the entire propshaft must be replaced ⇒ Electronic Catalogue of Original Parts .*
- ◆ *Do not bend the propshaft, only store extended and transport.*
- ◆ *Before the removal, mark the position of all parts to each other. Carry out the installation again in the same position, otherwise the imbalance is too great, damages to the bearing and humming noises could occur.*
- ◆ *Flexible disks to propshaft and corresponding fixing screws are not supplied as spare parts. Thus in case of damage, the entire propshaft must be replaced ⇒ Electronic Catalogue of Original Parts .*

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1 - Angle gearbox

2 - 60 Nm

- 3 pieces
- Assignment
⇒ [page 422](#)

3 - Propshaft

- removing and installing
⇒ [page 394](#)
- when installing and removing do not damage the centering bushing and gasket ring in the middle of the flange
- Fitting position: The intermediate bearing Pos. 5 is located in the direction of travel behind the monoblock joint -arrow-

4 - 60 Nm

- 3 pieces
- Assignment
⇒ [page 422](#)

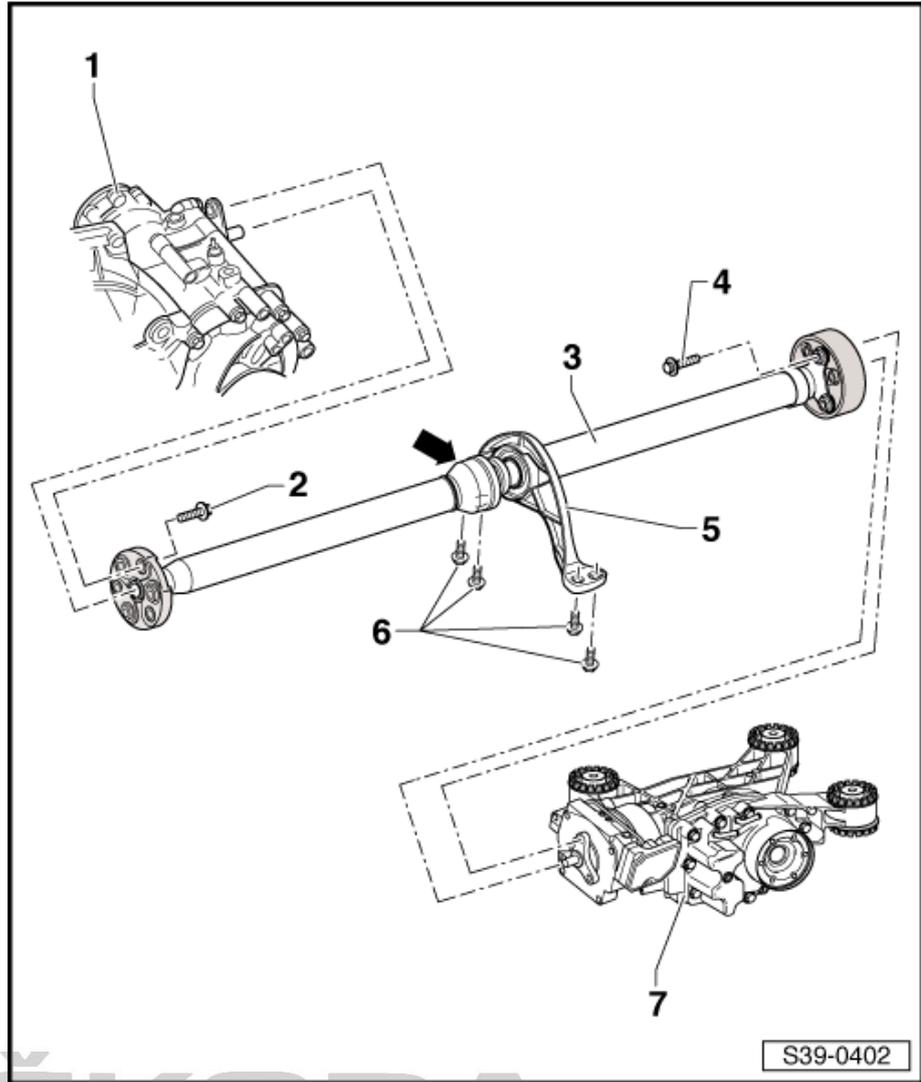
5 - Intermediate bearing

- align free of stress
- replace propshaft if damaged

6 - 25 Nm

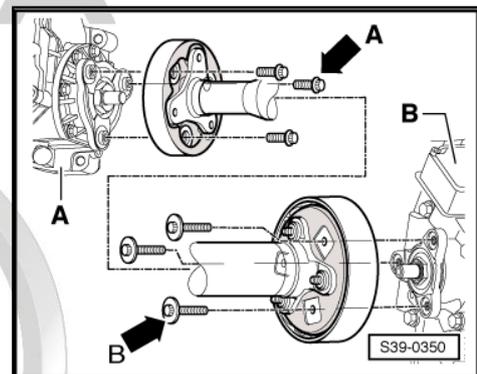
7 - Rear final drive

- removing and installing
⇒ [page 434](#)



Observe fitting locations of the different collar screws

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



5.4 Propshaft - Summary of components (Octavia III)

Note

No repairs are carried out on the propshaft.

1 - Turn screws further to 20 Nm + 90° (1/4 turns)

- replace

2 - Propshaft

- cannot be separated in the joint
- removing and installing ⇒ [page 405](#)

3 - Turn screw further to 50 Nm + 90° (1/4 turns)

- for flexible disk at the front of the propshaft
- replace

4 - Angle gearbox

5 - Front flexible disk

- Fitting position: The open side of the heat shield faces towards the gearbox

6 - Turn screws further to 50 Nm + 90° (1/4 turns)

- for flexible disk at angular gearbox
- replace

7 - Double screw, 40 Nm

8 - Heat shield

9 - Screw, 20 Nm

10 - Guide bearing

- align free of stress

11 - Turn screws further to 50 Nm + 90° (1/4 turns)

- for flexible disk at the rear of the propshaft
- replace

12 - Rear final drive

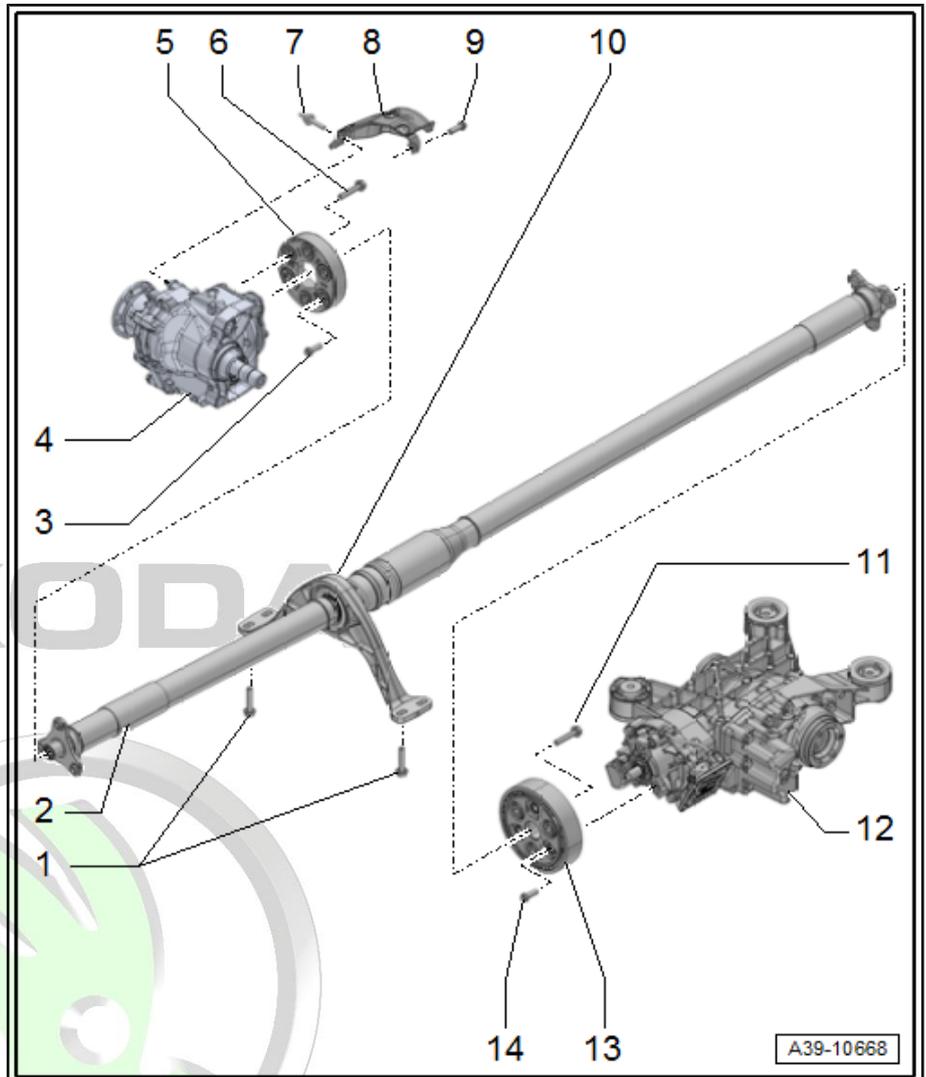
- removing and installing ⇒ [page 428](#)

13 - Flexible disk with vibration damper

- Heat protection points towards propshaft

14 - Turn screws further to 50 Nm + 90° (1/4 turns)

- for flexible disk on rear final drive
- replace





6 Removing and installing the rear final drive

Summary of components - Removing and installing the rear final drive "02D/0AV" (Octavia II) ⇒ [page 424](#) .

Summary of components - Removing and installing the rear final drive "0BR" (Octavia II, Superb II and Yeti) ⇒ [page 426](#) .

Rear final drive - Summary of components (Octavia III) ⇒ [page 428](#) .

Removing and installing the rear final drive "02D/0AV" (Octavia II) ⇒ [page 428](#) .

Removing and installing the rear final drive "0BR" (Octavia II, Superb II and Yeti) ⇒ [page 434](#) .

Removing and installing the rear flexible disk "0CQ" (Octavia III) ⇒ [page 442](#) .

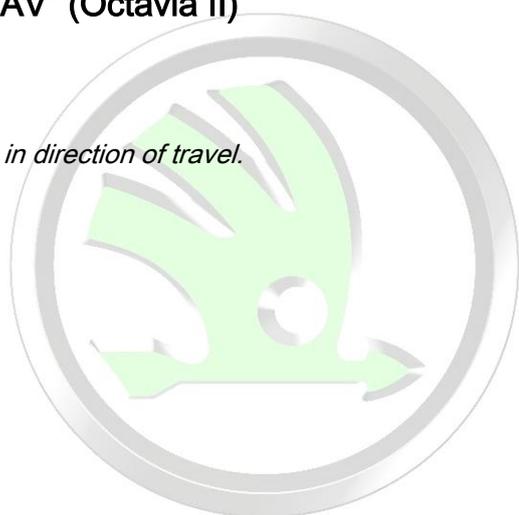
Replace the rubber-metal bearing at the rear final drive ⇒ [page 449](#) .

6.1 Summary of components - Removing and installing the rear final drive "02D/0AV" (Octavia II)



Note

-Arrow- points in direction of travel.



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1 - Rear assembly carrier

2 - Nut

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

3 - Screw

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

4 - Cross member

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

5 - Screw

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

6 - Drive shaft

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

7 - Rear final drive

- removing and installing ⇒ [page 428](#)
- Replace the rubber-metal bearing ⇒ [page 449](#)

8 - Stop washer

- mount onto the rubber-metal bearing ⇒ [page 426](#)

9 - Screw

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

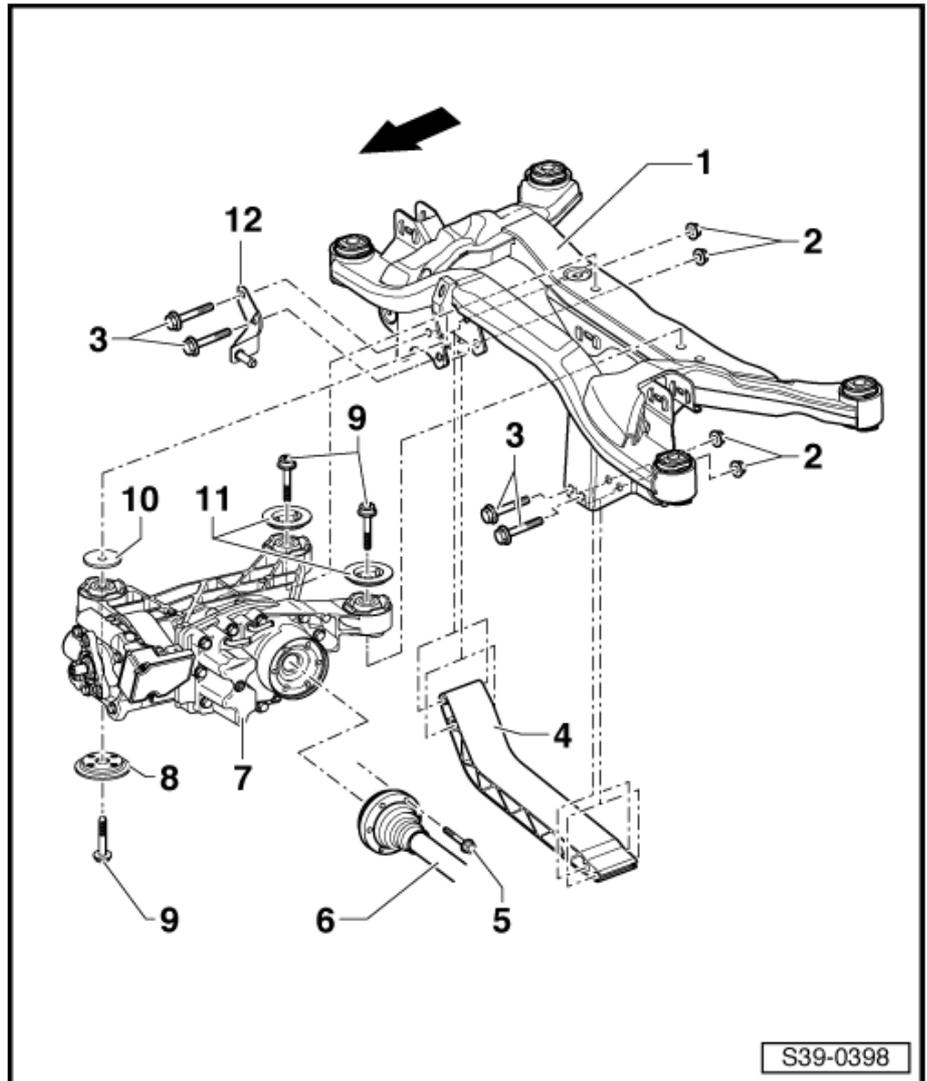
10 - Washer

- installed between final drive and assembly carrier
- Fitting position: Chamfer (smaller diameter) points towards the assembly carrier

11 - Stop washer

- mount onto the rubber-metal bearing ⇒ [page 426](#)

12 - Support





Fitting position of the rubber-metal bearings "rear top" and "front bottom". Fitting of the stop washer -B-

- Final drive in fitting position

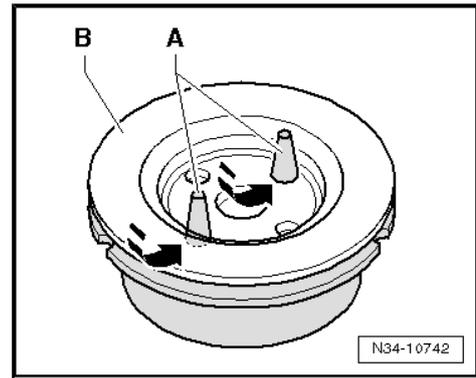
Fitting position of the rubber-metal bearings "rear top" and "front bottom":

- ◆ The rubber-metal bearings "rear top" point with the stud -A- to the top
- ◆ The rubber-metal bearing "front bottom" points with the stud -A- to the bottom

Fitting of the stop washer -B-

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

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



6.2 Summary of components - Removing and installing the rear final drive "0BR" (Octavia II, Superb II and Yeti)



Note

-Arrow- points in direction of travel.



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1 - Rear assembly carrier

2 - Drive shaft

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

3 - Rear final drive

- removing and installing
⇒ [page 434](#)
- Replace the rubber-metal bearing
⇒ [page 449](#)

4 - Stop washer

- install on rubber-metal bearing ⇒ [page 426](#)

5 - Screw

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

6 - Propshaft

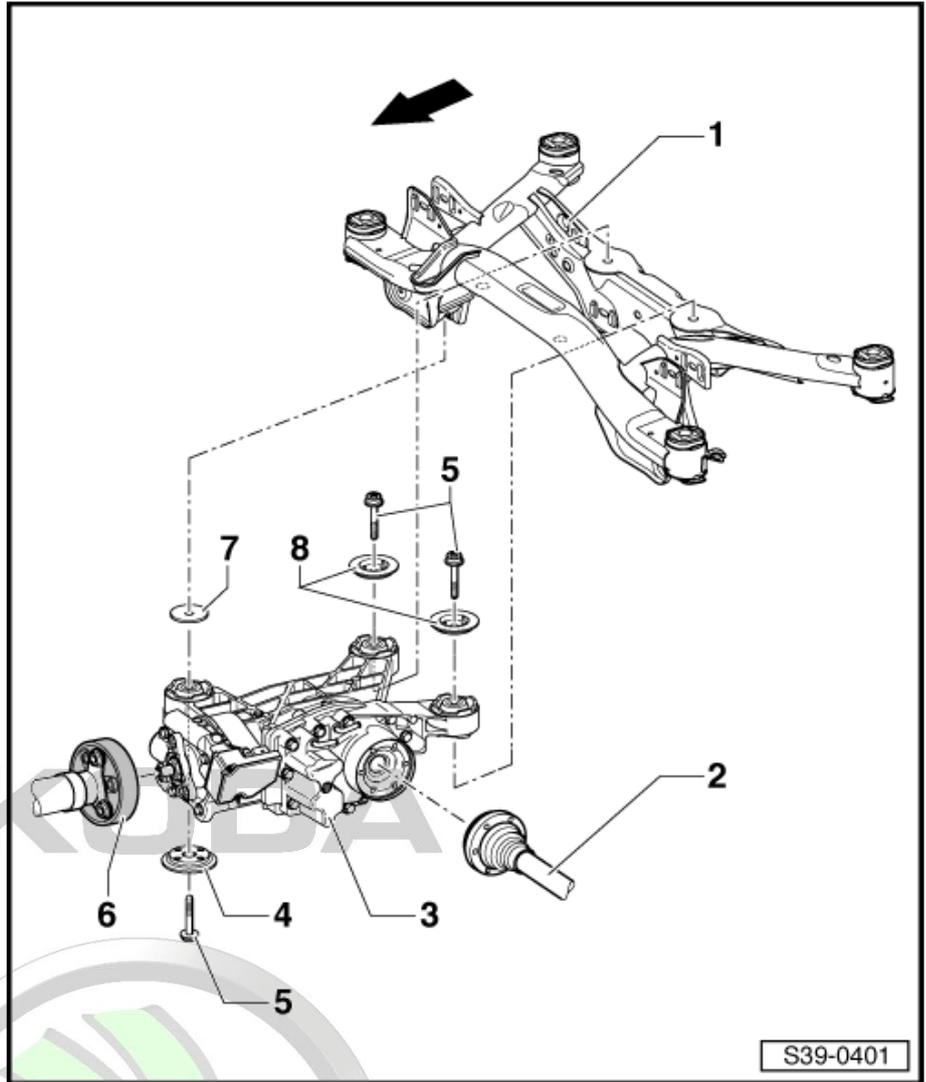
- removing and installing
⇒ [page 394](#)

7 - Washer

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

8 - Stop washer

- install on rubber-metal bearing ⇒ [page 426](#)



Fitting position of the rubber-metal bearings "rear top" and "front bottom". Fitting of the stop washer -B-

- Final drive in fitting position

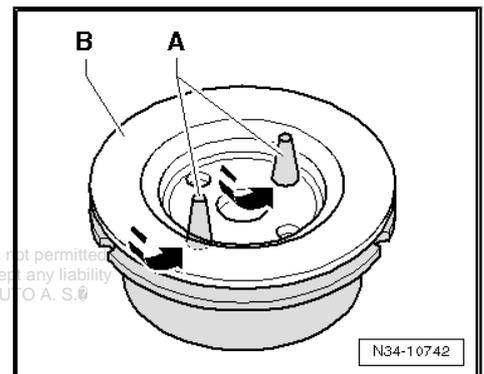
Fitting position of the rubber-metal bearings "rear top" and "front bottom":

- ◆ The rubber-metal bearings "rear top" point with the stud -A- to the top
- ◆ The rubber-metal bearing "front bottom" points with the stud -A- to the bottom

Fitting of the stop washer -B-

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

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





6.3 Rear final drive - Summary of components (Octavia III)

1 - Turn screws further to 60 Nm + 180° (1/2 turns)

- 3 pieces
- replace

2 - Stop washer

- fit on rubber-metal bearing ⇒ [page 453](#)

3 - Surface

- Fitting position: Chamfer (smaller diameter) points towards the rear assembly carrier

4 - Turn screws further to 60 Nm + 180° (1/2 turns)

- replace

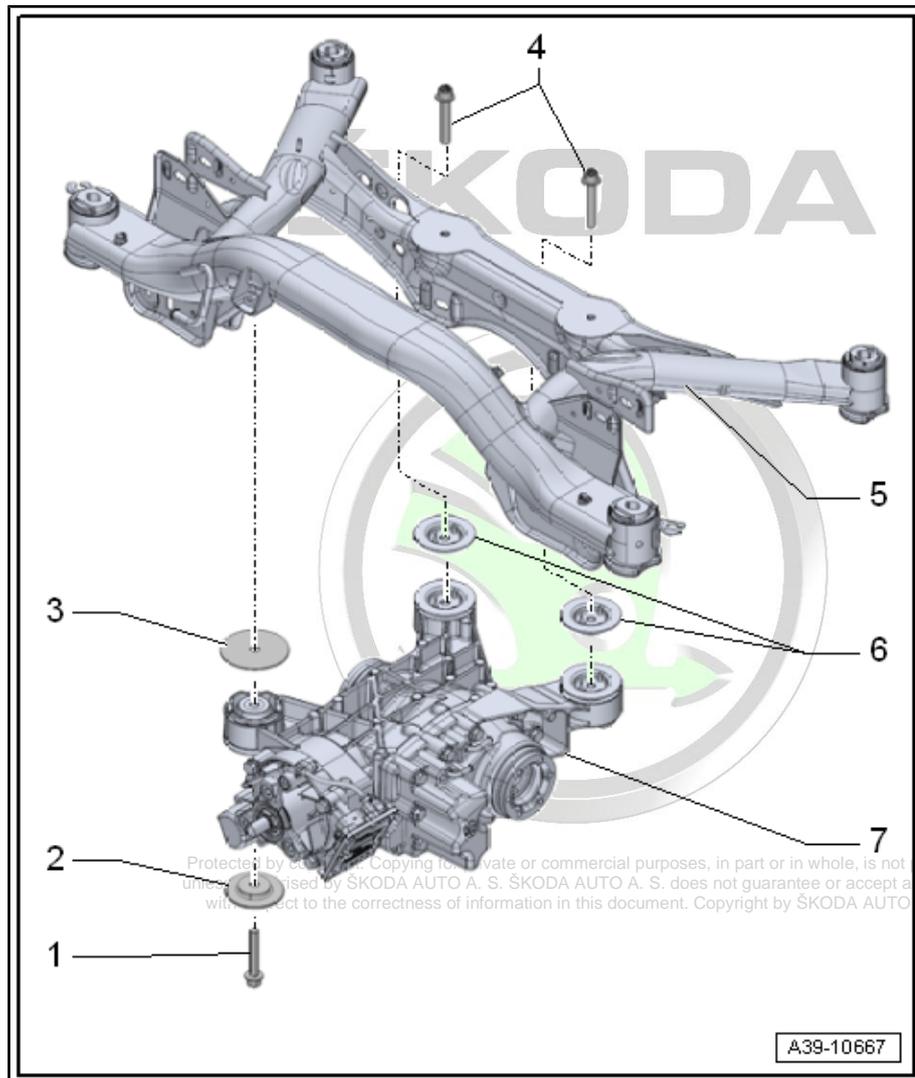
5 - Rear assembly carrier

6 - Stop washer

- fit on rubber-metal bearing ⇒ [page 453](#)

7 - Rear final drive

- removing and installing ⇒ [page 442](#)
- Removing and installing rubber-metal bearing ⇒ [page 449](#)



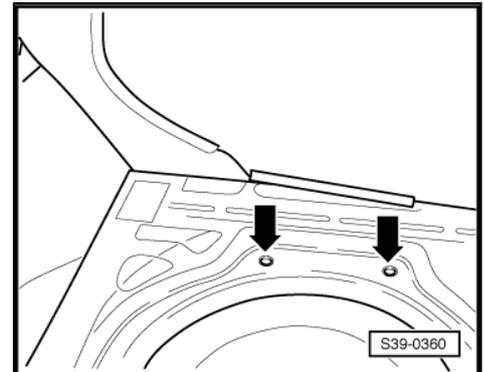
6.4 Removing and installing the rear final drive "02D/0AV" (Octavia II)

Special tools and workshop equipment required

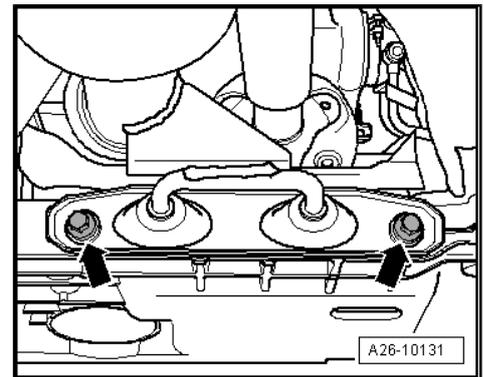
- ◆ Engine/gearbox jack , e.g. -V.A.G 1383A-
- ◆ Counterholder - T10172-
- ◆ Adapter - T10172/5-

6.4.1 Removing

- Remove the two rubber plugs -arrows A- in the luggage compartment floor.
- Unscrew both screws of the mount for the final drive from the top through the holes -arrows-.
- Raise vehicle.



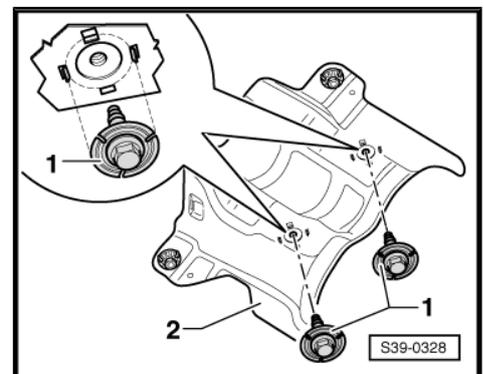
- Separate exhaust system at the clamping sleeve and remove bracket for the exhaust system from the assembly carrier => Engine; Rep. gr. 26 .
- Tie up pre-exhaust pipe.



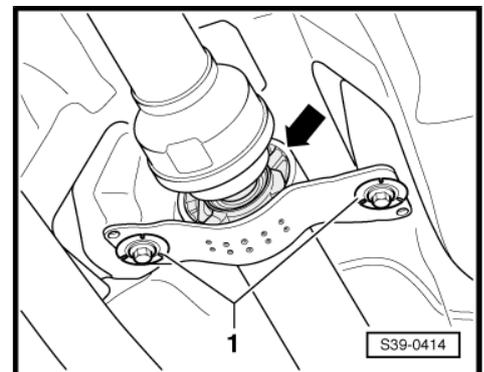
Note

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

- Remove the rear part of the exhaust system as from the clamping sleeve => Engine; Rep. gr. 26 .
- Remove the heat shield below the propshaft.
- Remove the heat shield -2- below the propshaft, to do so release the screws -1-.



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



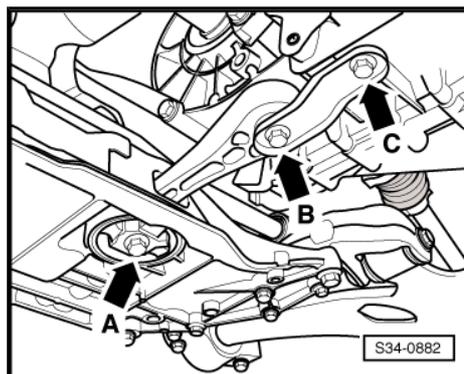


- Remove pendulum support from gearbox, to do so release the bolts -arrow B- and -arrow C-.

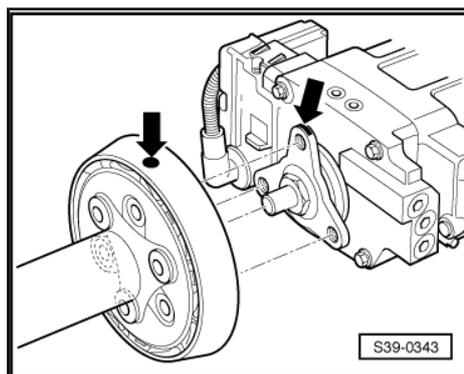


Note

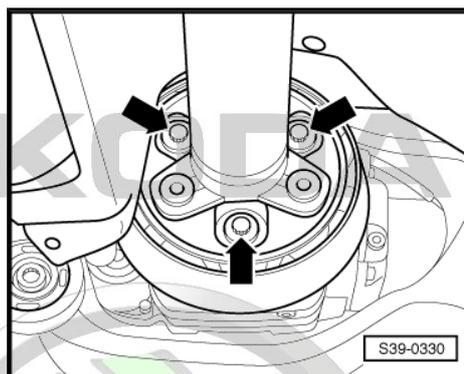
Do not release screw -arrow A-.



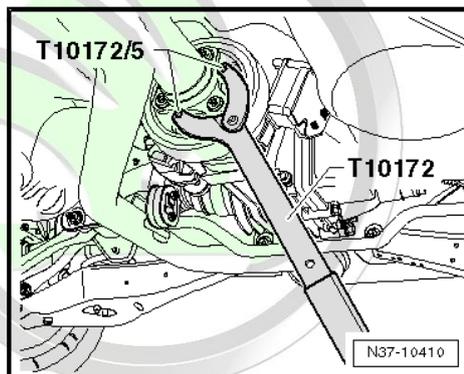
- Check, if a marking (colour point) is present on the flexible disk and at the flange on the Haldex coupling -arrows-. If not, mark the position of the flexible disk and the flange on the Haldex coupling to each other -arrows-.



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

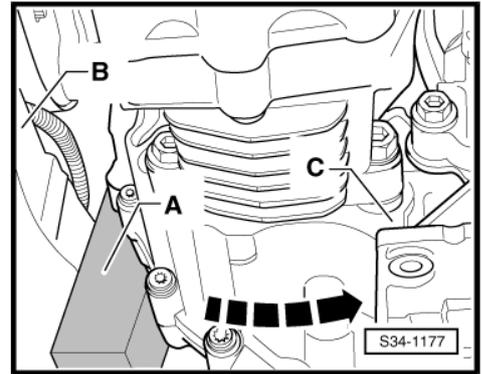


When loosening and tightening, counterhold the propshaft on the rear final drive.



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- Subsequently push the engine/gearbox unit to the front with a 2nd mechanic -direction of arrow- and insert a suitable wooden wedge -A- (approx. 50 mm thick) between the assembly carrier -B- and the gearbox -C-.
- While doing so, remove the propshaft from the flange at the Haldex coupling (centering stud) on the rear final drive.

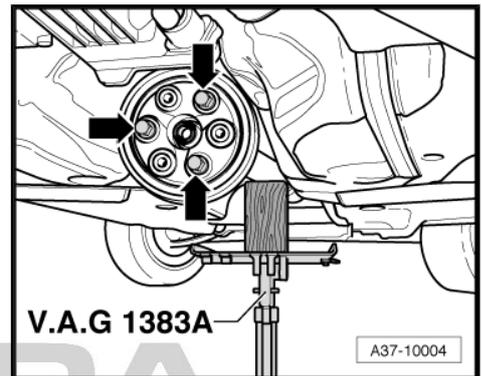


- Support propshaft with engine/gearbox jack , e.g. -V.A.G 1383A - -V.A.G 1383A - .

Vehicles - "two-piece" propshaft

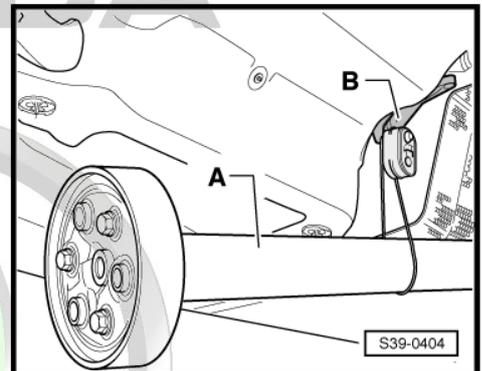
- If necessary remove flexible disk from the propshaft -arrows-.

Vehicles - "one-piece" propshaft



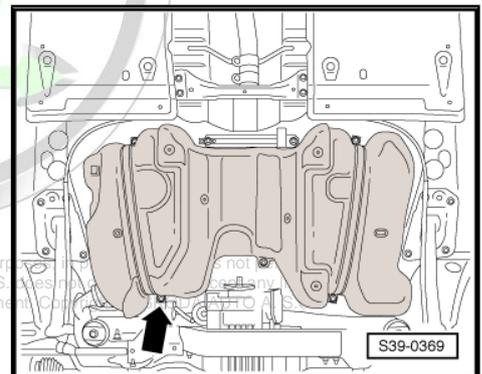
- Tie up the rear part of the propshaft -A- for the suspension -B- of the exhaust gas system.

Vehicles with aluminium assembly carrier



i Note

- ◆ *In order to remove all the screws (4 pieces) of the cross member, the screw -arrow - for the holder of the retaining strap for the heat shield of the fuel tank must be removed on the right side of the vehicle. Carefully swivel down this heat shield when removing the upper screw of the right cross member.*
- ◆ *The cross member is not fitted on vehicles with steel assembly carrier.*

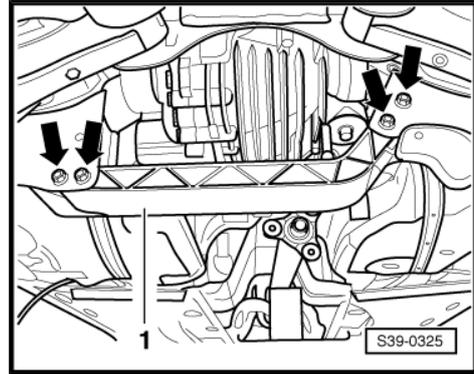




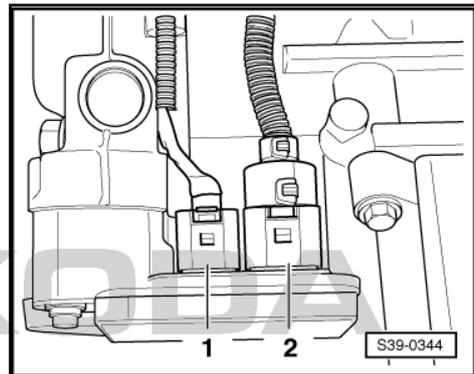
- Remove cross member -1-.

Continued for all vehicles

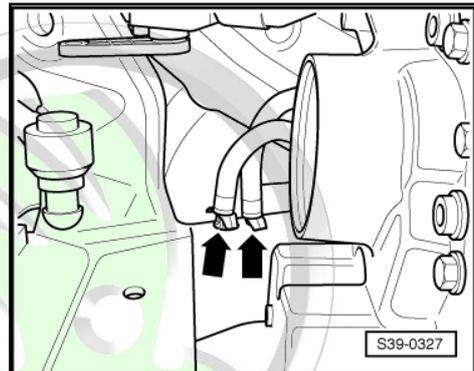
- Remove anti-roll bar ⇒ Chassis; Rep. gr. 42 .



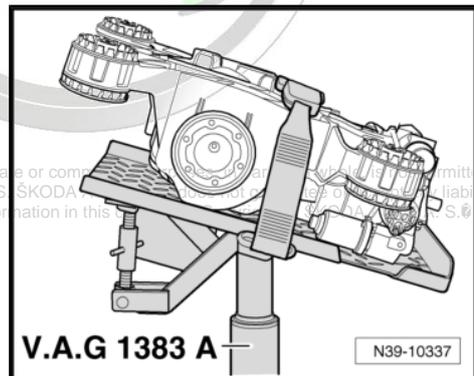
- Disconnect plug connection -2- at top of the control unit.



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

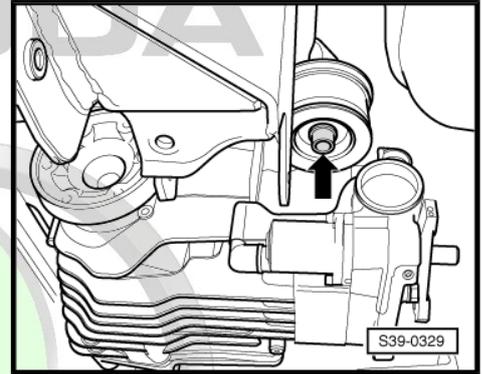


- Position the engine and gearbox jack e.g. -V.A.G 1383A- below the rear final drive and secure the final drive.



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- Unscrew fixing screw -arrow- from front bracket-final drive.
- Slightly lower final drive and carefully pull out the engine and gearbox jack e.g. -V.A.G 1383A- from the rear assembly carrier.



6.4.2 Install

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

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

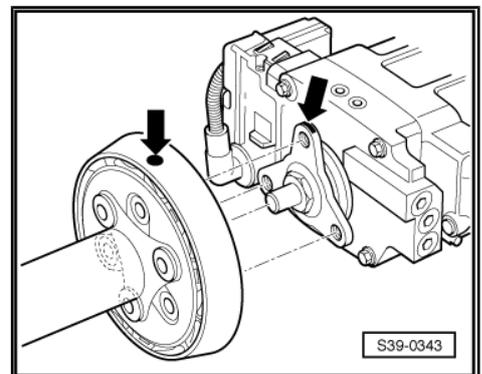
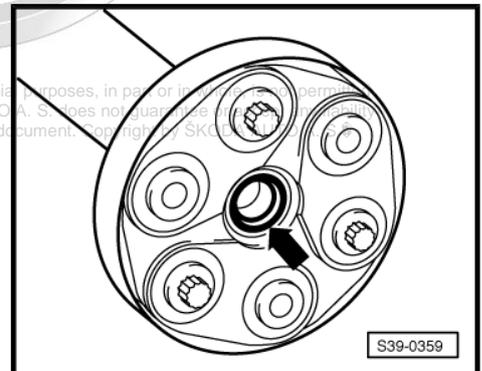
The gasket ring -arrow- in the flange of the propshaft must not be damaged when removing and installing. In case of damaged gasket ring the propshaft must be replaced.

- Push propshaft horizontally onto the respective centering studs.

Fitting position

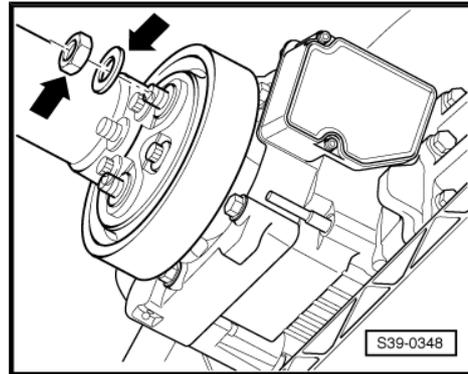
Three protruding bushings at the Haldex coupling flange or the propshaft flange grip into the location holes of the rear flexible disks with oscillation damper.

- Install the propshaft on the flange of the Haldex coupling in such a way that the markings -arrows- are on the same line.



**Note**

- ◆ When replacing the rear final drive, the axle oil ⇒ [page 528](#) and the oil for the Haldex coupling ⇒ [page 518](#) must be checked and topped up if necessary.
- ◆ If droning noises occur while driving, the following must be observed:
 - ◆ Remove balancing nut and balancing washer -arrows-.
 - ◆ Afterwards unscrew if necessary the propshaft with the flexible disk from the flange of the Haldex coupling and screw on again offset to a hole.
 - ◆ If the droning noises can still be heard, the propshaft must be screwed on once again offset to a hole.

**Tightening torques**

Component	Nm
Retaining strap for the heat shield of the fuel tank ¹	25
Flexible disk to propshaft	⇒ page 415
Propshaft to rear final drive	⇒ page 415
Rear final drive to assembly carrier ¹	⇒ Chassis; Rep. gr. 42

¹⁾ Always replace screws ⇒ Electronic Catalogue of Original Parts .

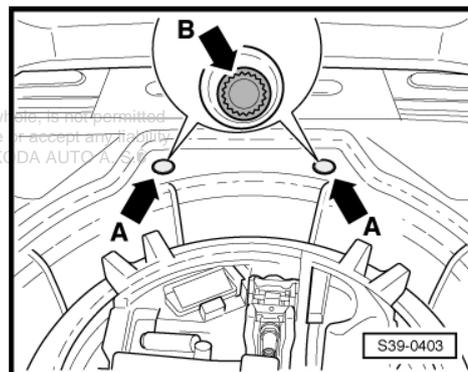
6.5 Removing and installing the rear final drive "0BR" (Octavia II, Superb II and Yeti)

Special tools and workshop equipment required

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

6.5.1 Removing

- Remove luggage compartment floor covering.
- Remove the two rubber plugs -arrows A- in the luggage compartment floor.
- Release both screws -arrow B- for the rear final drive to the assembly carrier from the top through the holes in the luggage compartment floor. Thus, the socket insert - T10061- can be used.
- Raise vehicle.

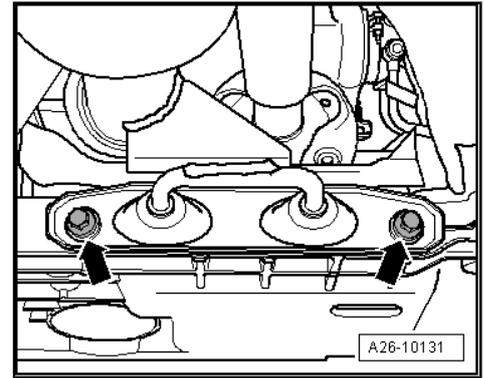


- Separate exhaust system at the clamping sleeve and remove bracket for the exhaust system from the assembly carrier => Engine; Rep. gr. 26 .
- Tie up pre-exhaust pipe.

i Note

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

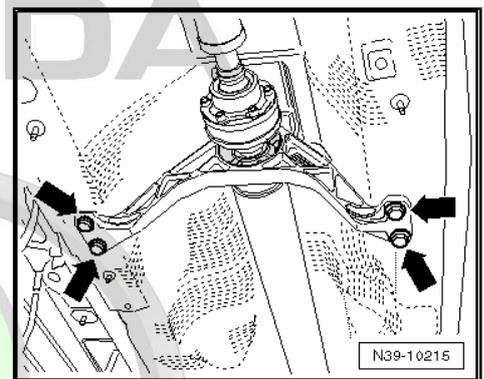
- Remove the rear part of the exhaust system as from the clamping sleeve => Engine; Rep. gr. 26 .
- Remove the heat shield below the propshaft.



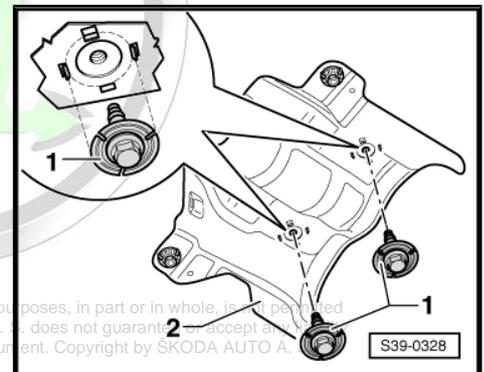
For vehicles Superb II

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

For vehicles Octavia II and Yeti

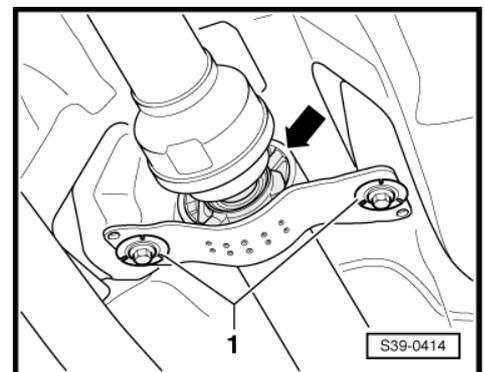


- Remove the heat shield -2- below the propshaft, to do so release the screws -1-.



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

For all vehicles



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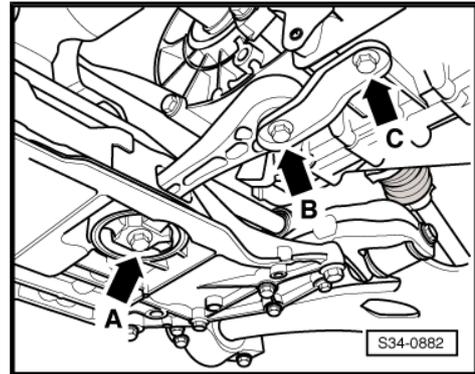


- Remove pendulum support from gearbox, to do so release the bolts -arrow B- and -arrow C-.

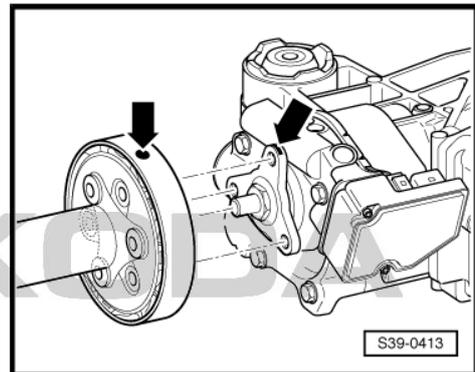


Note

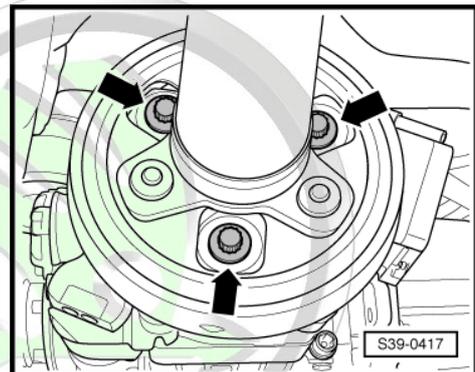
Do not release screw -arrow A-.



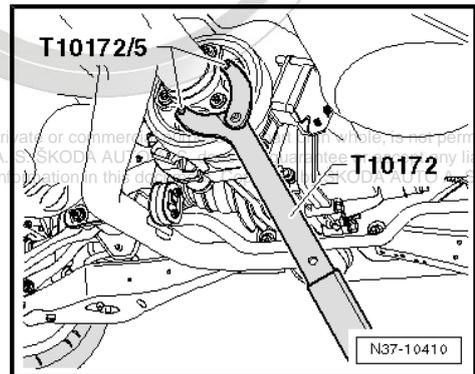
- Check, if a marking (colour point) is present on the flexible disk/oscillation damper and at the flange on the Haldex coupling -arrows-. If not, mark the position of the flexible disk and the flange on the Haldex coupling to each other -arrows-.



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

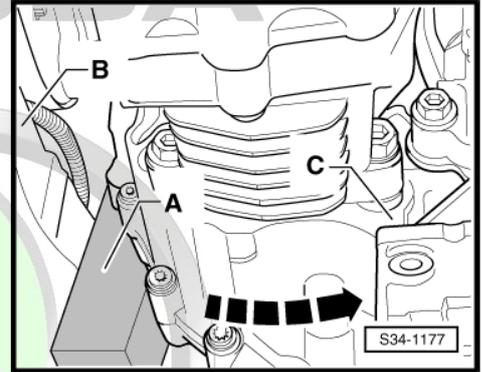


When loosening and tightening, counterhold the propshaft on the rear final drive.



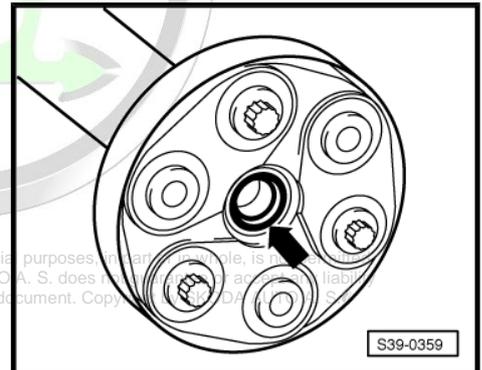
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- Subsequently push the engine/gearbox unit to the front with a 2nd mechanic -direction of arrow- and insert a suitable wooden wedge -A- (approx. 50 mm thick) between the assembly carrier -B- and the gearbox -C-.
- While doing so, remove the propshaft from the flange at the Haldex coupling (centering stud) on the rear final drive.

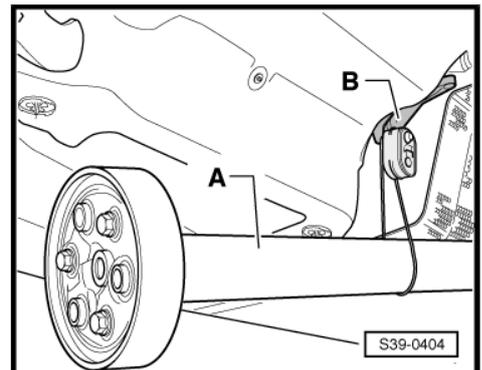


i Note

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

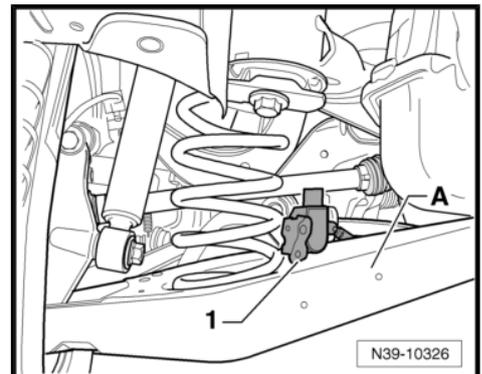


- Tie up the rear part of the propshaft -A- for the suspension -B- of the exhaust gas system.



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

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





Note

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

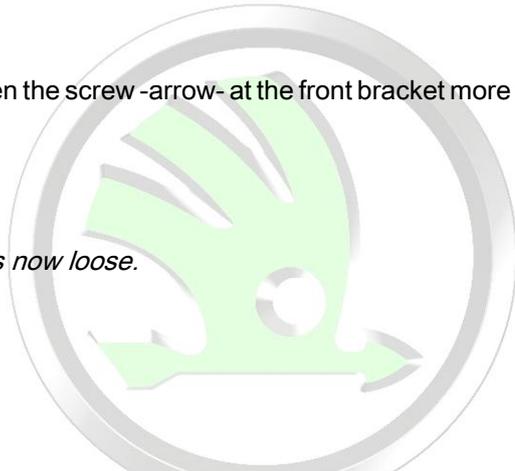


- Do not slacken the screw -arrow- at the front bracket more than 5 turns.

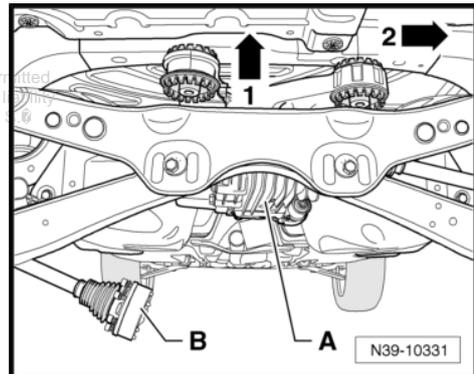
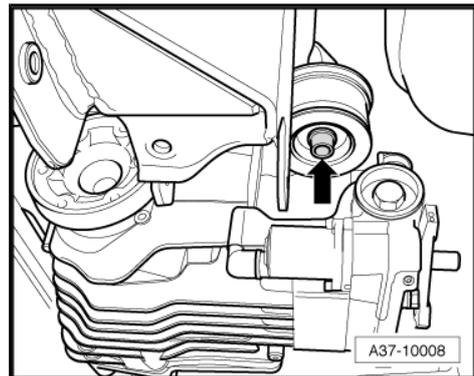
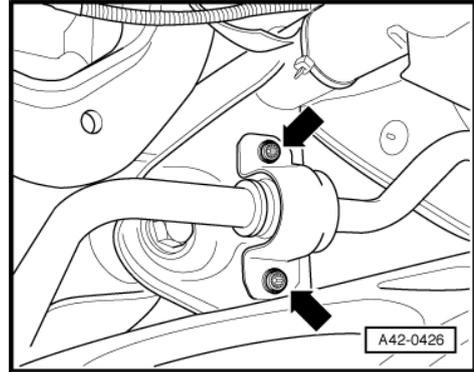


Note

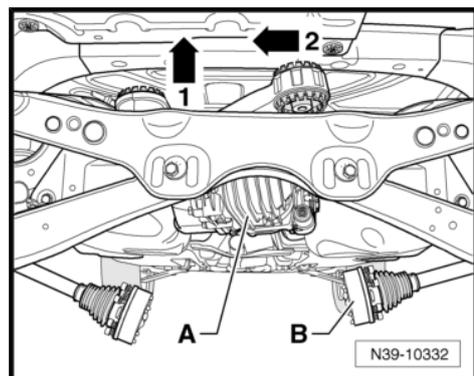
The final drive is now loose.



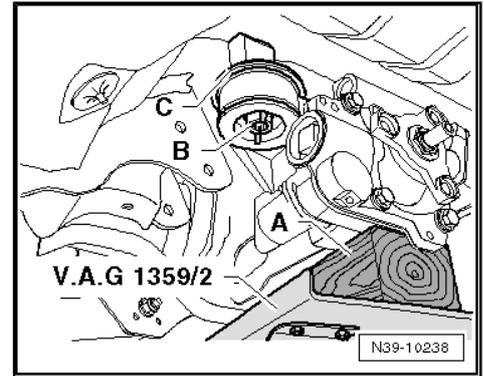
- Raise the rear final drive -A- -arrow 1- and slide it as far to the right as possible -arrow 2-.
- Remove the left drive shaft -B- from the flange and carefully guide downwards.



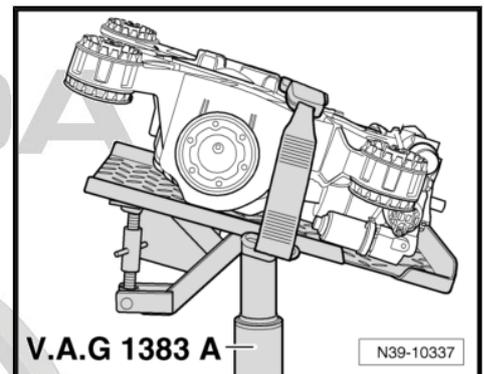
- Raise the rear final drive -A- -arrow 1- and slide it as far to the left as possible -arrow 2-.
- Remove the right drive shaft -B- from the flange and carefully guide downwards.
- Move the final drive back into its installed position.



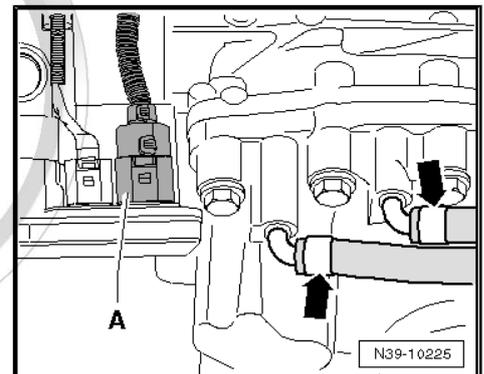
- Place a suitable piece of wood -A- onto the universal support.
- Support the final drive with the engine and gearbox jack - V.A.G 1383 A- , secure it with the belt on the universal support against falling down.
- Release screw -B- at the front bracket.
- Remove the washer -C- from the top of the bracket.



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



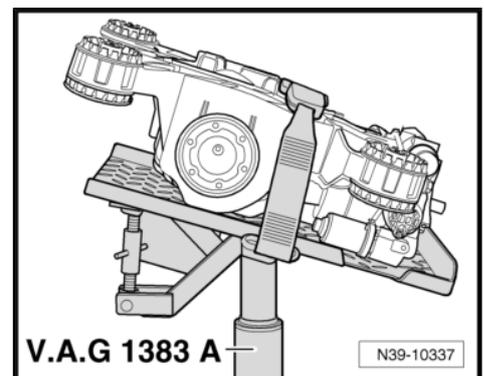
- Disconnect the plug connection -A- on the four-wheel drive control unit - J492- .
- Remove the ventilation lines -arrows- from the final drive.
- For removing, lower the final drive further and pull it »towards the front«, ensuring adequate »distance« from the adjoining components.



6.5.2 Install

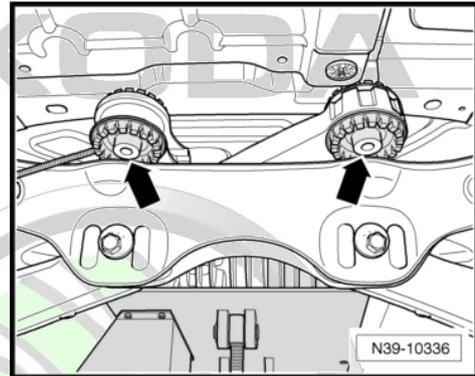
Installation is performed in the reverse order, pay attention to the following points:

- Secure the final drive with the belt of the universal holder against falling down.
- Bring the final drive into the indicated position.

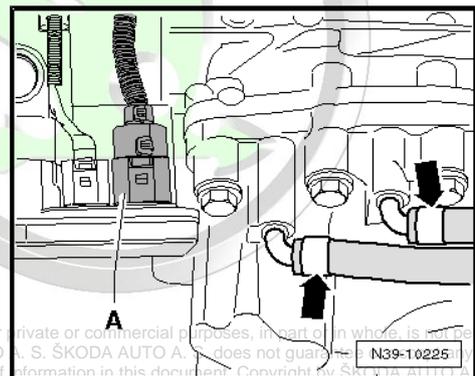


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- Raise the final drive and guide the rear bracket -arrows- above the assembly carrier, during this procedure ensure that there is adequate free access to the adjoining components.



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



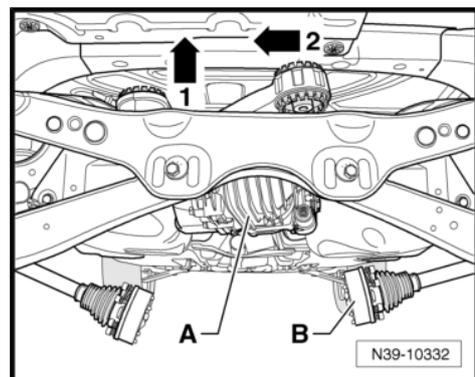
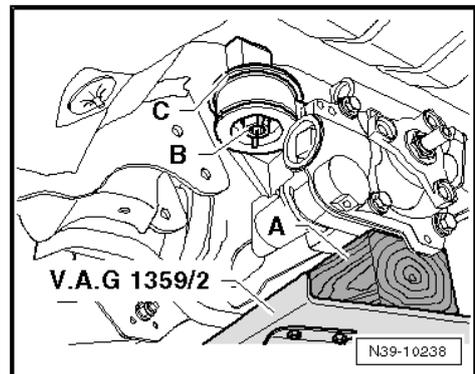
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- Place the washer -C- on the front bracket.
- Tighten screw -B- by hand.

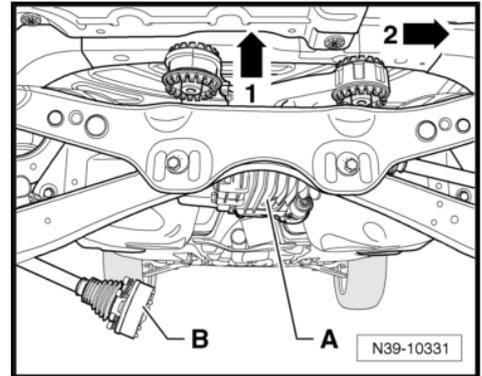
i Note

The rear part of the final drive must be free in order to install the drive shafts.

- Remove the engine and gearbox jack - V.A.G 1383 A- from underneath the vehicle.
- Raise the rear final drive -A- -arrow 1- and slide it as far to the left as possible -arrow 2-.
- Carefully guide the right drive shaft -B- upwards into the flange.



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

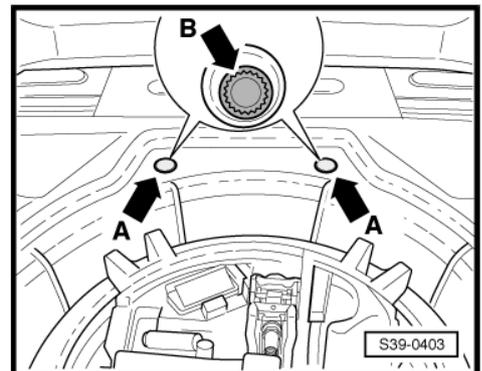
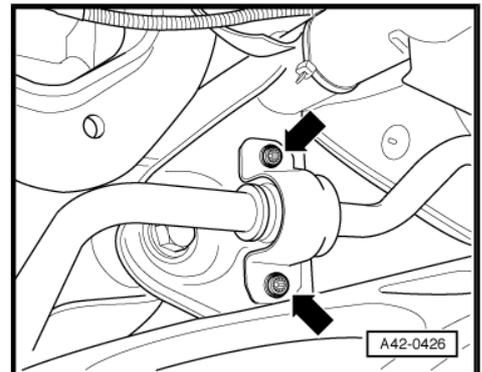


 Note

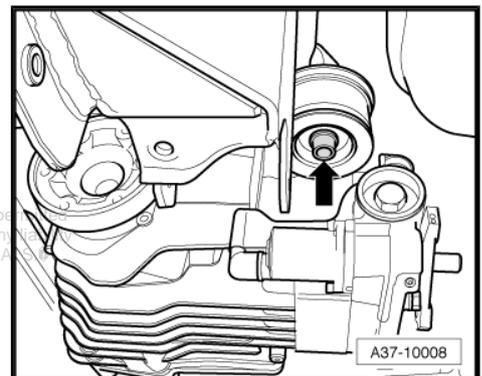
In order to unscrew and screw in the upper fixing screw -top arrow- for the anti-roll bar clamp, grip the relevant drive shaft in the flange shaft of the final drive and press upwards.

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- Insert two »new« screws -arrow B- through the holes in the luggage compartment floor and tighten. Tightening torque ⇒ Chassis; Rep. gr. 42 .
- Clip the two rubber plugs -arrows A- into the luggage compartment floor.



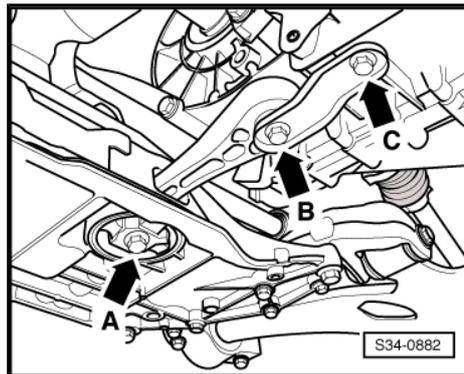
- Tighten the final drive from »below« -arrow-. Tightening torque ⇒ Chassis; Rep. gr. 42 .
- Install propshaft on final drive and tighten. Tightening torque ⇒ [page 394](#) .
- Tighten the drive shafts. Tightening torque ⇒ Chassis; Rep. gr. 42 .



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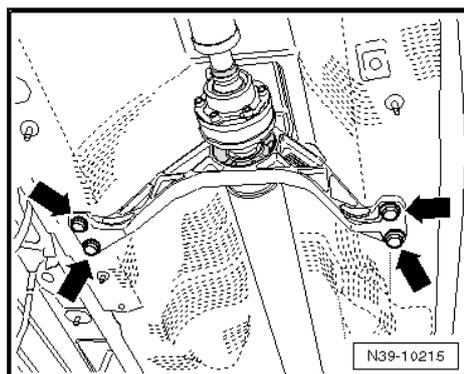


- Tighten the pendulum support with »new« screws -screws B and C- at the gearbox. Tightening torques ⇒ Engine; Rep. gr. 10 .
- Align intermediate bearing free of stress and tighten. Tightening torque ⇒ [page 415](#) .



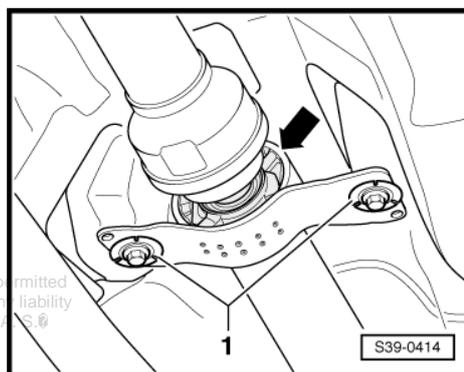
For vehicles Superb II

- Install the heat shield below the propshaft.



For vehicles Octavia II and Yeti

- Install the heat shield below the propshaft.



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

For all vehicles

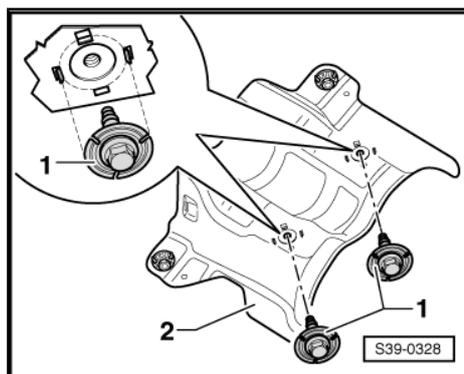
- Install rear left vehicle level sensor - G76- ⇒ Chassis; Rep. gr. 42 .

Carry out the basic setting of the headlight; to do so use ⇒ Vehicle diagnostic tester.

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

If the final drive was replaced:

- Check the oil level in the Haldex coupling, top up with oil if necessary ⇒ [page 518](#) .
- Check the oil level in the rear final drive, top up with oil if necessary ⇒ [page 528](#) .



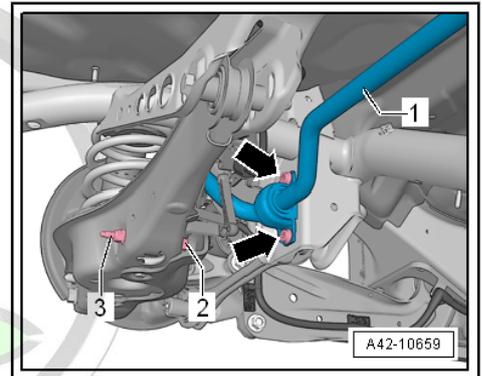
6.6 Removing and installing the rear flexible disk "0CQ" (Octavia III)

Special tools and workshop equipment required

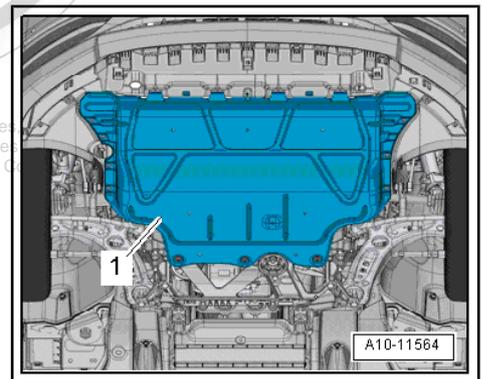
- ◆ Engine/gearbox jack - V.A.G 1383/A-
- ◆ Socket insert - T10035-
- ◆ Counterholder - T10172- with adapters - T10172/5-
- ◆ Assembly device - MP5-401 (3346)-
- ◆ Assembly device - MP5-402 (3301)-

Removing

- Remove middle and rear part of exhaust system ⇒ Engine; Rep. gr. 26 .
- Remove rear anti-roll bar ⇒ Chassis; Rep. gr. 42 .

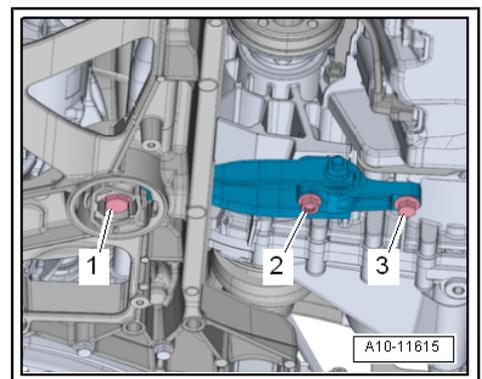


- Remove the sound dampening system -1- ⇒ Body Work; Rep. gr. 66 .

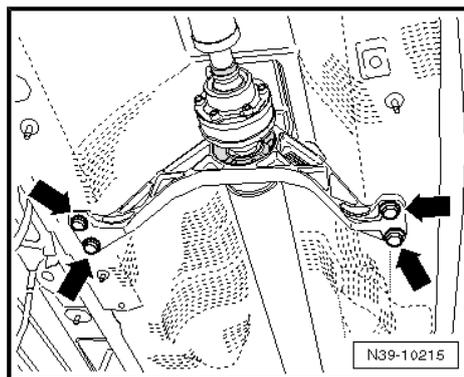


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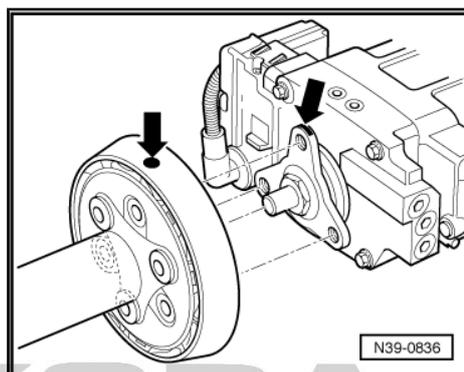
- Unscrew screws -2 and 3- for pendulum support.



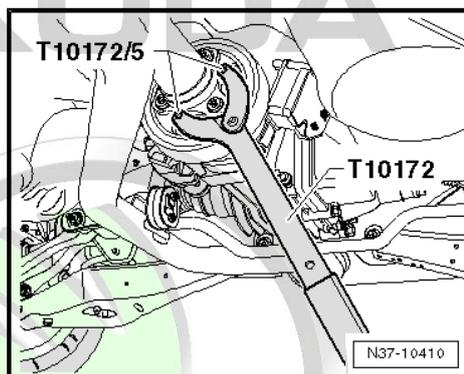
- Only loosen screws -arrows- for guide bearing of propshaft, do not remove.



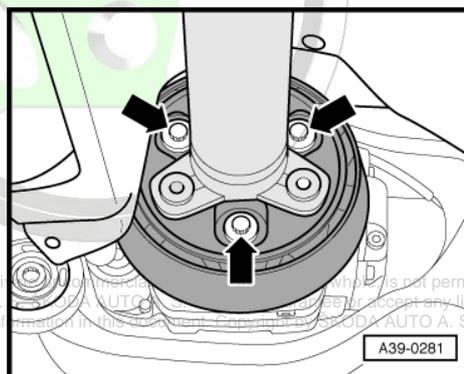
- Check if there are markings (coloured points) on the flexible disk and on the propshaft flange on the rear final drive -arrows-.
- If there are no markings, mark the position of the flexible disk opposite the propshaft flange on the rear final drive.



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



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



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- Screw spindle -3346/2- with assembly tool - 3301- and nut -3346/3- at least 15 mm into the opening of the rear assembly carrier as shown.

- 1- Assembly device - 3301-
- 2- Nut - 3346/3-
- 3- Spindle - 3346/2-

- Screw in nut -3346/3- of spindle -3346/2- until dimension -a- = 40 mm is reached.



Note

Lower rear assembly carrier no more than 40 mm.

- Lower engine/gearbox jack - V.A.G 1383/A- only such that the rear assembly carrier rests against the assembly tool - 3301-



WARNING

Risk of accident.

- ◆ **The engine/gearbox jack - V.A.G 1383/A- must not be lowered further or remain unattended under the vehicle during removal.**

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- Unclip bleeder hoses -1- from the rear assembly carrier.
- Screw off drive shafts -2- from rear final drive => Chassis; Rep. gr. 42 .
- Unscrew screws -3- for rear final drive with socket insert - T10035- .



Note

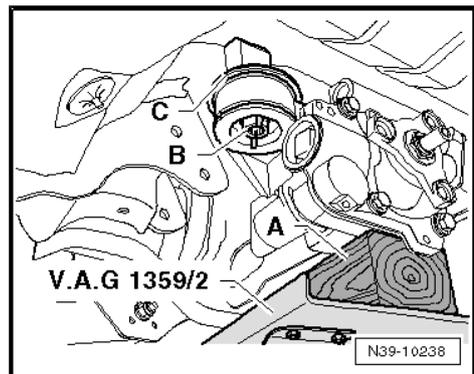
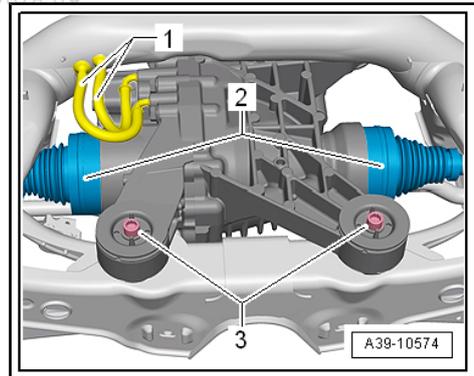
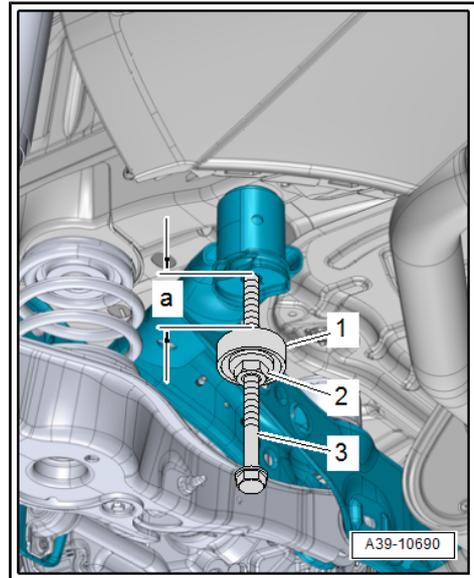
For clearer illustration, the installation position is shown with the assembly carrier removed.

- Unscrew screw -B- at the front of the rubber-metal bearing.
- Remove washer -C- at the top of the rubber-metal bearing.

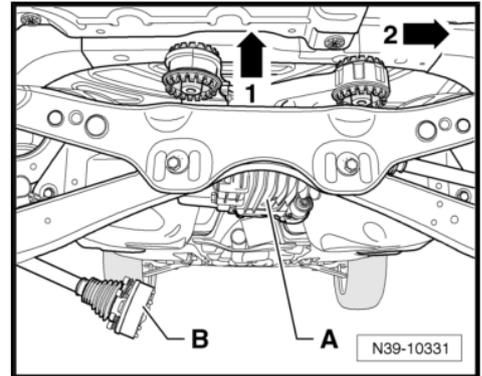


Note

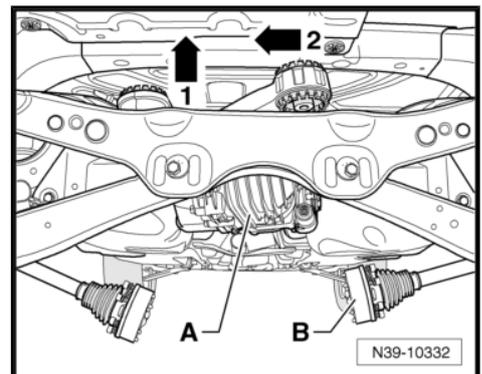
For clearer illustration, the workflow is shown below without the engine/gearbox jack - V.A.G 1383/A- .



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



- Raise the rear final drive -A- -arrow 1- and push it as far to the left as possible -arrow 2-.
- Remove the right drive shaft -B- from the flange and carefully guide downwards.
- Put final drive back into fitting position.

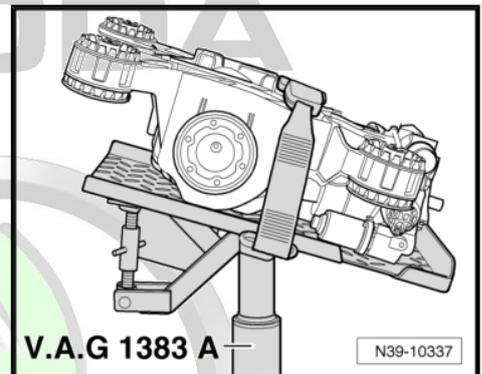


- Secure final drive as shown with tensioning strap.

i Note

The illustration shows the case with the final drive removed.

- As shown in the illustration, tilt the final drive with engine/gear-box jack - V.A.G 1383/A- and lower it slightly.



- Disconnect plug from four-wheel drive control unit - J492- .
- To remove, lower the final drive further and pull it towards the front, ensuring adequate clearance to other components.



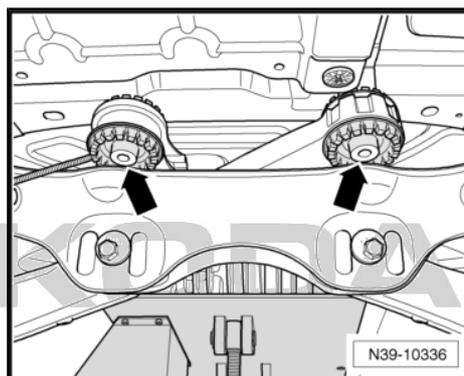
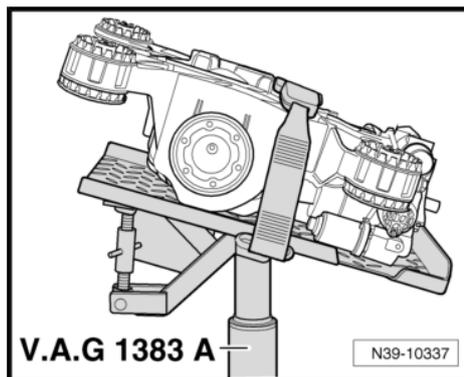
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Install

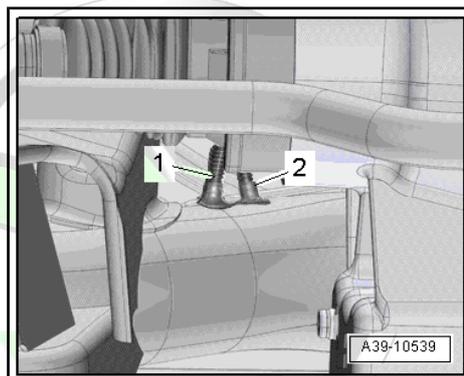
i Note

Replace screws which have been tightened to torquing angle.

- Supported with a wooden wedge and secured with a strap, place rear final drive in the correct position under the vehicle.
- As shown in the illustration, tilt the final drive with engine/gearbox jack - V.A.G 1383/A- .
- Lift rear final drive, guide rear rubber-metal bearing -arrows- over assembly carrier, making sure of clearance to other components.



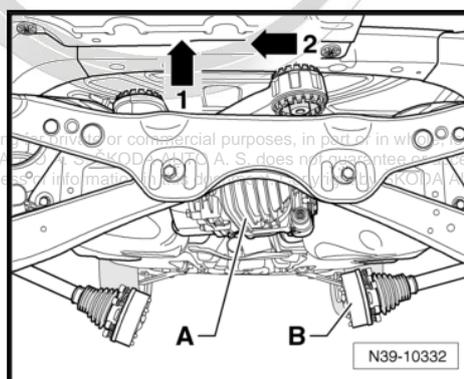
- Fasten breather hoses -1- and -2- to rear assembly carrier.



i Note

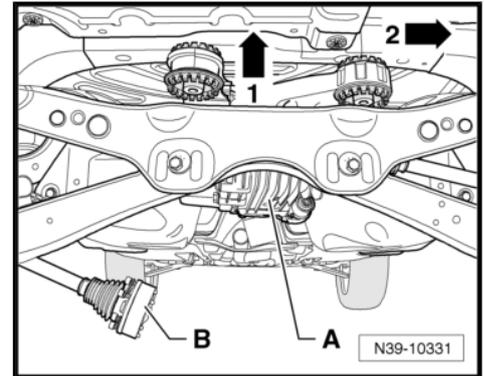
For clearer illustration, the workflow is shown below without the engine/gearbox jack - V.A.G 1383/A- .

- Raise the rear final drive -A- -arrow 1- and push it as far to the left as possible -arrow 2-.
- Carefully guide the right drive shaft -B- upwards into the flange.
- Put final drive back into fitting position.
- Screw in screws for right drive shaft on final drive.

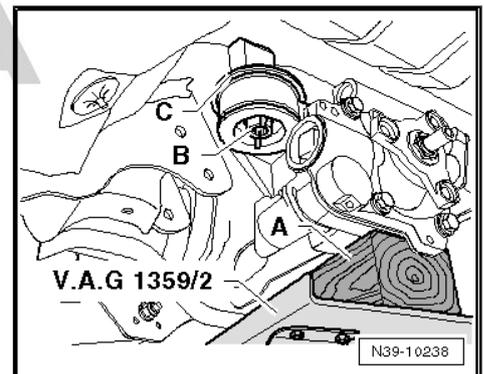


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- Raise the rear final drive -A- -arrow 1- and push it as far to the right as possible -arrow 2-.
- Carefully guide the left drive shaft -B- upwards into the flange.
- Put final drive back into fitting position.
- Screw in screws for right drive shaft on left final drive.
- Tighten propshaft to rear final drive.



- Raise rear final drive with engine/gearbox jack - V.A.G 1383/ A- up to installation position.
- Place washer -C- on rubber-metal bearing.
- Screw in screw -B- handtight only after contact and then unscrew approximately 5 turns.

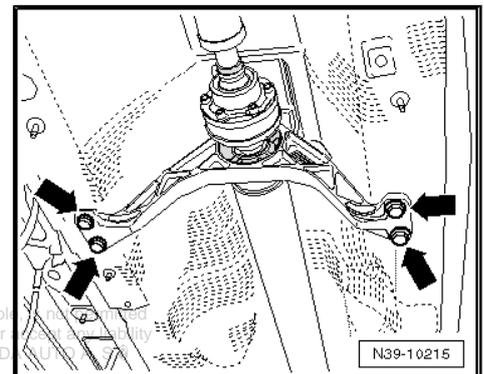


- Align guide bearing in elongated holes so that propshaft and guide bearing are free of stress.
- Tighten screws -arrows-.

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

i Note

When replacing the rear final drive, check and top off as needed the axle oil in the final drive ⇒ [page 530](#) and the oil for the Haldex coupling ⇒ [page 519](#).



Tightening torques

- ◆ Rear final drive ⇒ [page 428](#) .
- ◆ Propshaft ⇒ [page 423](#) .
- ◆ Unit mounting ⇒ Engine; Rep. gr. 10 .
- ◆ Exhaust system⇒ Engine; Rep. gr. 26 .
- ◆ Drive shaft ⇒ Chassis; Rep. gr. 42 .
- ◆ Rear assembly carrier ⇒ Chassis ; Rep. gr. 42 .
- ◆ Anti-roll bar⇒ Chassis; Rep. gr. 42 .
- ◆ Noise insulation ⇒ Body work; Rep. gr. 66 .

6.7 Replace rubber-metal bearing at the rear final drive

Special tools and workshop equipment required

- ◆ Drift pin - MP3-426 (30-505)-
- ◆ Thrust piece - MP3-417 (VW 554)-



- ◆ Assembly device - MP5-400 (3416)-
- ◆ Assembly device - MP5-401 (3346)-
- ◆ Assembly device - MP5 402 (3301)-
- ◆ Interior extractor 12...14.5 mm , e.g. -Kukko 21/1-
- ◆ Countersupport , e.g. -Kukko 22/1-

i Note

The illustration shows the rear final drive "02D/0AV". Replacing the rubber-metal bearings on the rear final drive "0BR" and "0CQ" is identical.

1 - Stop washer

- remove before removing the rubber-metal bearing Pos. 2
- install onto the rubber-metal bearings Pos. 2 [⇒ page 453](#)

2 - Rubber-metal bearing "rear top"

- removing [⇒ page 451](#)
- Difference between the rubber-metal bearings "rear top" and "front bottom" [⇒ page 452](#)
- Fitting position [⇒ page 453](#)
- inserting [⇒ page 451](#)

3 - Rubber-metal bearing "rear bottom"

- removing [⇒ page 451](#)
- inserting [⇒ page 451](#)

4 - Stop washer

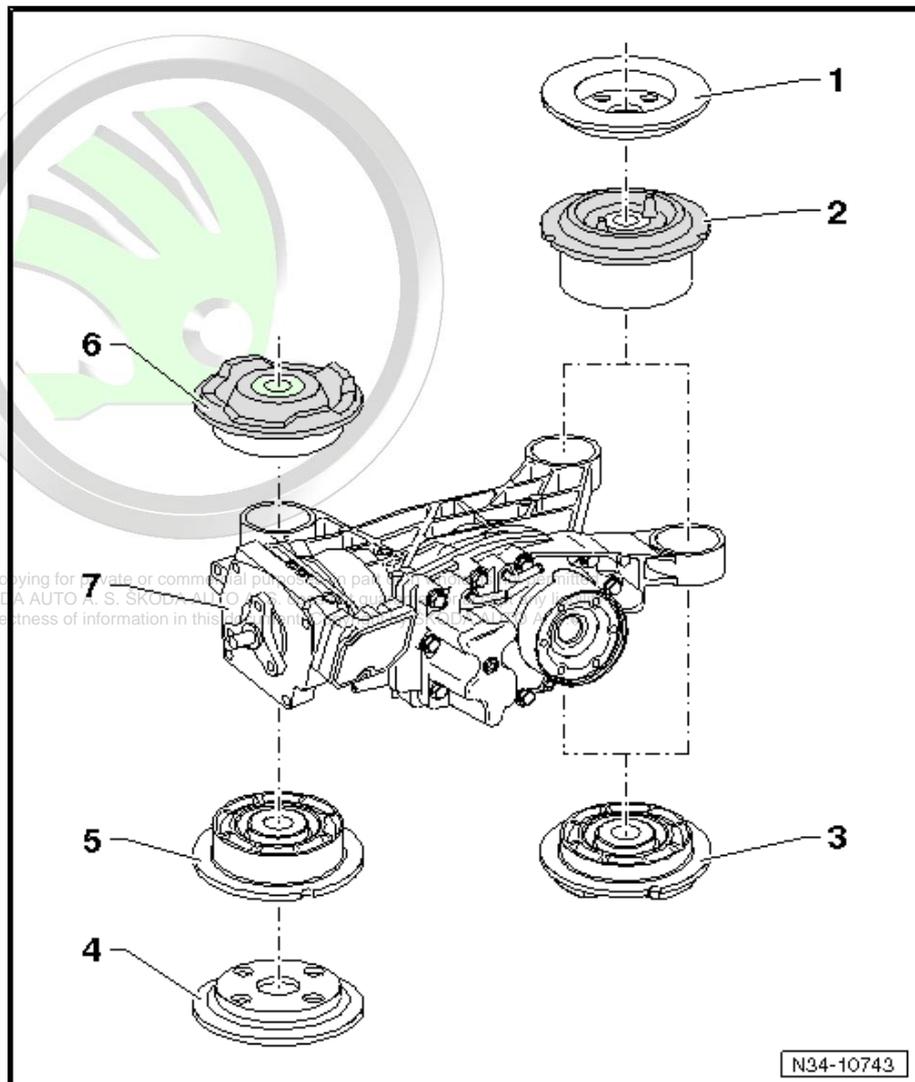
- remove before removing the rubber-metal bearing Pos. 5
- install onto the rubber-metal bearing Pos. 5 [⇒ page 453](#)

5 - Rubber-metal bearing "front bottom"

- removing [⇒ page 451](#)
- Difference between the rubber-metal bearings "rear top" and "front bottom" [⇒ page 452](#)
- Fitting position [⇒ page 453](#)
- inserting [⇒ page 452](#)

6 - Rubber-metal bearing "front top"

- removing [⇒ page 452](#)
- inserting [⇒ page 452](#)



N34-10743

7 - Rear final drive

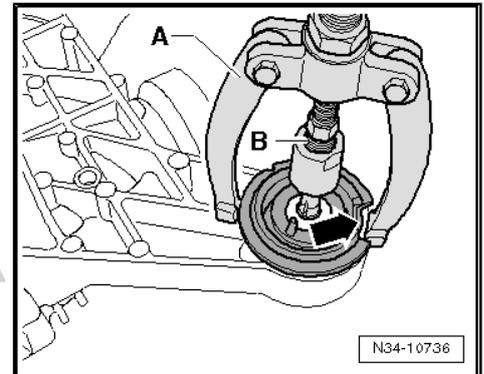
- removing and installing ⇒ [page 434](#)

Pull out rubber-metal bearing "rear top"

A - Countersupport , e.g. -Kukko 22/1-

B - Interior extractor 12...14.5 mm , e.g. -Kukko 21/1-

- A piece must be broken off from the collar of the rubber-metal bearing in order to be able to position the countersupport -arrow-.
- Insert the interior extractor into the joint of the upper and lower rubber-metal bearing and put it under tension.

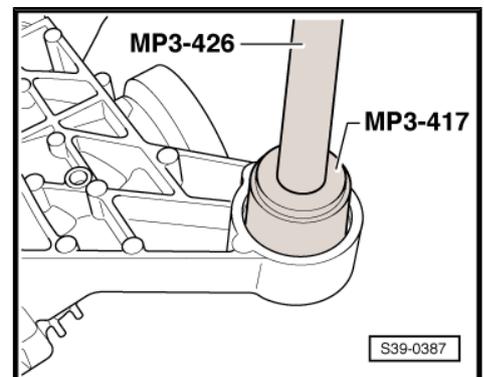


Drive out rubber-metal bearing "rear bottom"



Note

If the rubber-metal bearing should be replaced separately, it can also be pulled out with a countersupport , e.g. -Kukko 22/1 - and the interior extractor 12...14.5 mm , e.g. -Kukko 21/1- ⇒ [page 451](#) .

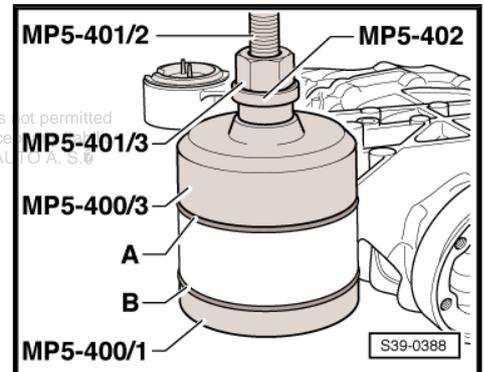


Insert rubber-metal bearing "rear top" -A- and "rear bottom" -B-

-A- Bearing "rear top"

-B- Bearing "rear bottom"

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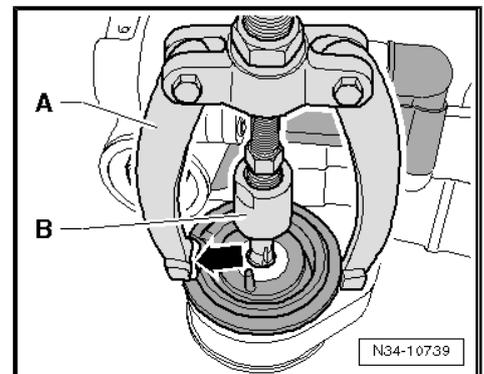
Pull out the rubber-metal bearing "front bottom"

- Both ventilation pipes must be closed so that in the following work step no oil escapes from the final drive.
- Then place the final drive with the upper part downwards onto the work bench and pull out the rubber-metal bearing:

A - Countersupport , e.g. -Kukko 22/1-

B - Interior extractor 12...14.5 mm , e.g. -Kukko 21/1-

- A piece must be broken off from the collar of the rubber-metal bearing in order to be able to position the countersupport -arrow-.
- Insert the interior extractor into the joint of the upper and lower rubber-metal bearing and put it under tension.



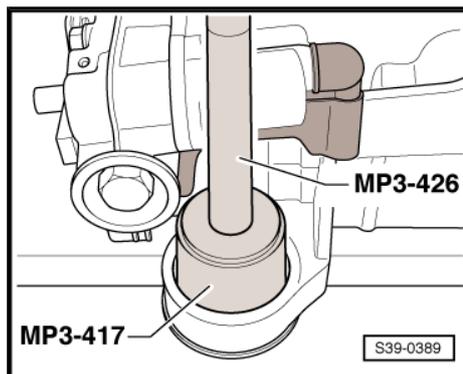


Drive out rubber-metal bearing “front top”



Note

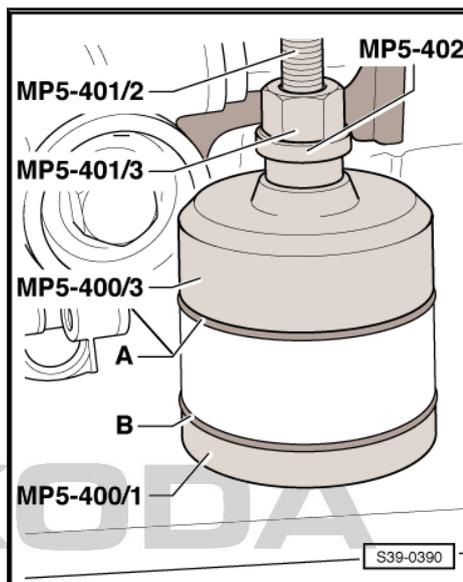
If the rubber-metal bearing should be replaced separately, it can also be pulled out with a countersupport , e.g. -Kukko 22/1 - and the interior extractor 12...14.5 mm , e.g. -Kukko 21/1- => [page 451](#) .



Insert rubber-metal bearing “front bottom” -A- and “front top” -B-

-A- Bearing “front bottom”

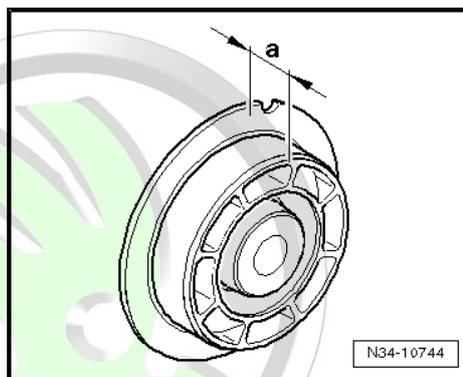
-B- Bearing “front top”



Difference between the rubber-metal bearings “rear top” and “front bottom”

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

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



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Fitting position of rubber-metal bearings “rear top” and “front bottom”, fitting of the stop washer -B-

- Final drive in fitting position

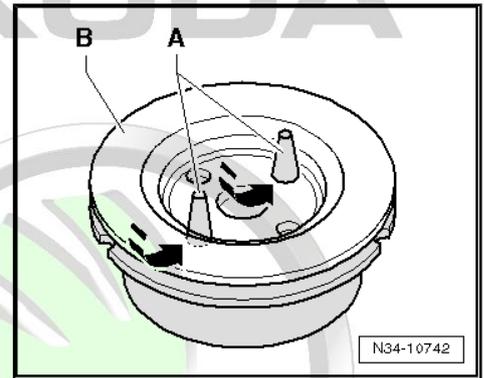
Fitting position of the rubber-metal bearings “rear top” and “front bottom”:

- ◆ The rubber-metal bearings “rear top” ⇒ [Item 2 \(page 450\)](#) point with the stud -A- to the top
- ◆ The rubber-metal bearing “front bottom” ⇒ [Item 5 \(page 450\)](#) points with the stud -A- to the bottom

Fitting of the stop washer -B-

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

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



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7 Replacing gasket rings for flange shafts of rear final drive

Remove and install the gasket ring for flange shaft (Octavia II, Superb II and Yeti) ⇒ [page 454](#) .

Gasket rings for rear final drive - Summary of components (Octavia III, Yeti as of 11.2013) ⇒ [page 455](#) .

Replace left gasket ring (Octavia III) ⇒ [page 456](#) .

Replace right gasket ring (Octavia III) ⇒ [page 458](#) .

Special tools and workshop equipment required

- ◆ Oil seal extractor lever - MP3-418 (VW 681)-
- ◆ Extractor - T10037-
- ◆ Thrust piece - T10049-
- ◆ Catch pan
- ◆ Sealing grease - G 052 128 A1-
- Rear final drive is installed.

7.1 Remove and install the gasket ring for flange shaft (Octavia II, Superb II and Yeti)

7.1.1 Removing

The removal of the gasket ring is identical on both left and right.

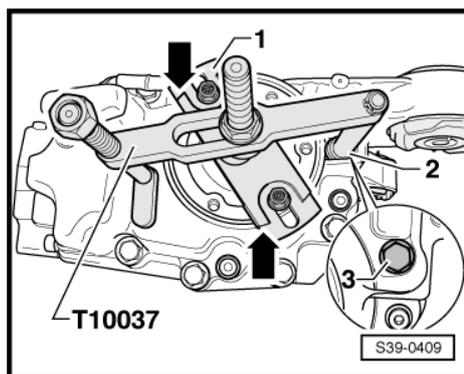
- Remove drive shaft ⇒ Chassis; Rep. gr. 42
- Place a catch pan under the rear final drive.

Remove the left flange shaft

- Manually screw the plate -1- of the extractor - T10037- with two screws M8 (30 mm long) onto the flange shaft.
- The shoulders -arrows- for larger flange diameters point to the outside.
- Position the nut of the knurled screw -2- from the extractor - T10037- onto the hexagon screw -3-.
- Pull out the flange shaft with extractor - T10037- .

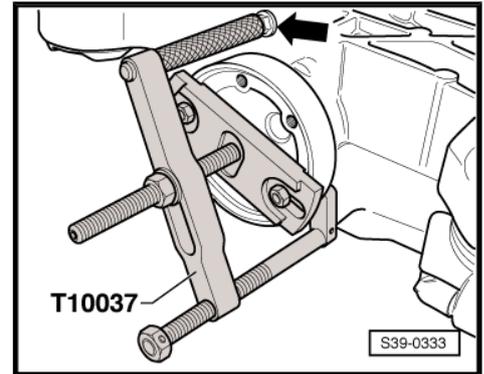
Removing the right flange shaft

- Manually screw the plate of the extractor - T10037- with two screws M8 (30 mm long) onto the flange shaft.
- The shoulders for larger flange diameters point to the outside.

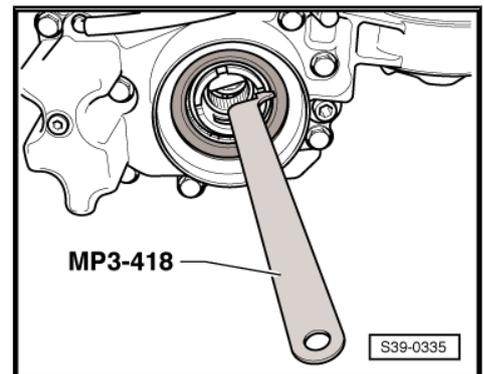


- Fit the nut of the knurled screw -arrow- of the extractor - T10037- in such a way that the start of the thread is aligned with the housing.
- Pull out the flange shaft with extractor - T10037- .

Proceed as follows for both sides



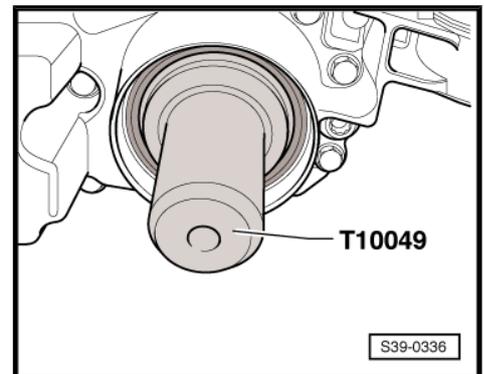
- Pull out seal ring for flange shaft with ejection lever - MP3-418- .



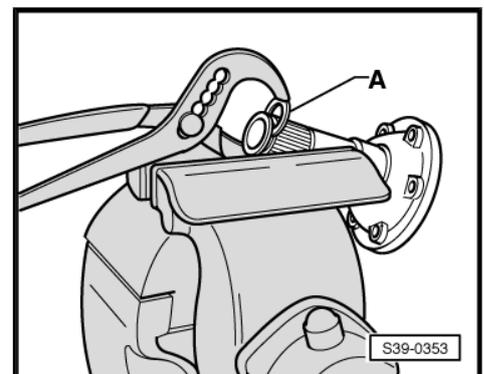
7.1.2 Install

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

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- Clamp the flange shaft in a vice with protective jaws.
- Push out the old circlip from the flange shaft groove with the new circlip -A-.
- Drive in the flange shaft with a rubber hammer.
- Install drive shaft ⇒ Chassis; Rep. gr. 42 .
- Checking the oil level in the rear final drive ⇒ [page 528](#) .



7.2 Gasket rings for rear final drive - Summary of components (Octavia III, Yeti as of 11.2013)

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1 - Nut, 210 Nm

- replace
- secure with locking agent - D 000 600-

2 - Propshaft flange

- removing and installing
⇒ [page 466](#)

3 - Gasket ring for propshaft flange

replace ⇒ [page 466](#)

4 - Right gasket ring

- for right flange shaft
- replace:

◆ Octavia III ⇒ [page 458](#)

◆ Yeti ⇒ [page 454](#)

5 - Circlip

- replace after removing the flange shaft
⇒ [page 456](#)

6 - Right flange shaft

- removing and installing
⇒ [page 458](#)

7 - Rear final drive

8 - Left gasket ring

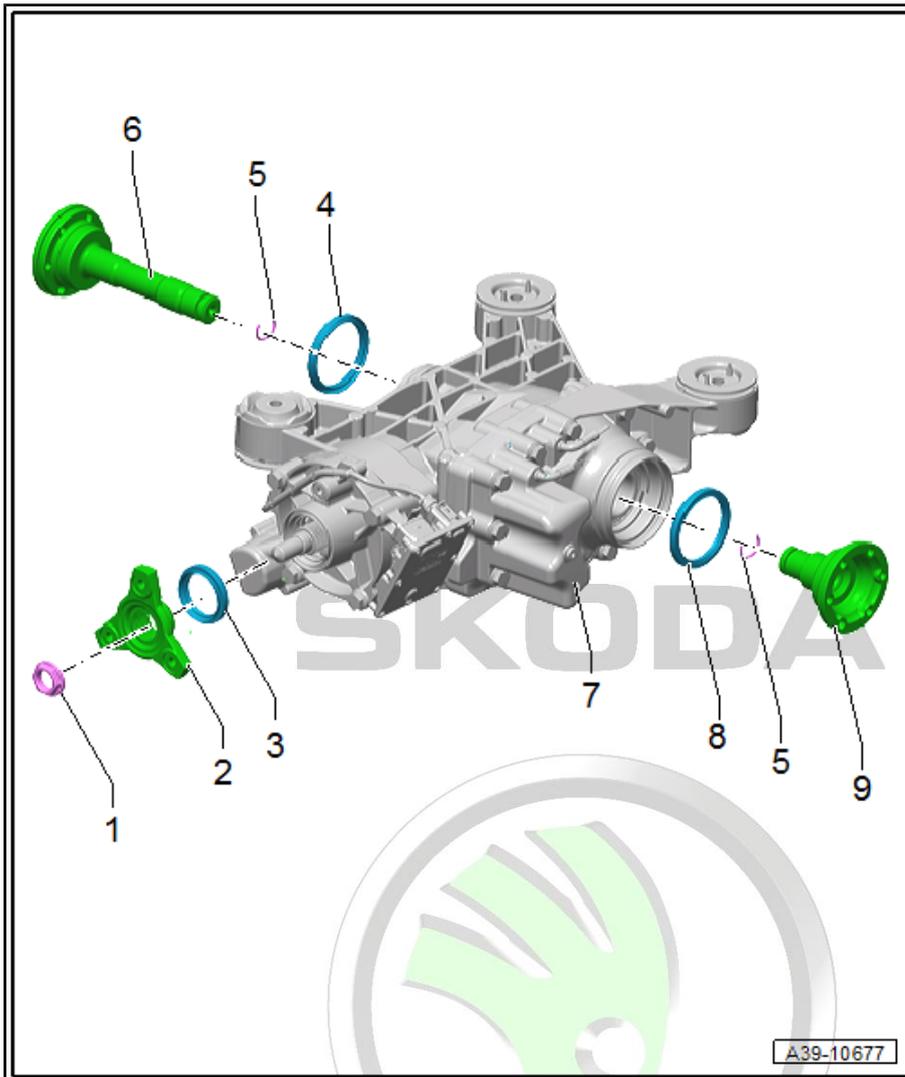
- for left flange shaft
- replace:

◆ Octavia III ⇒ [page 456](#)

◆ Yeti ⇒ [page 454](#)

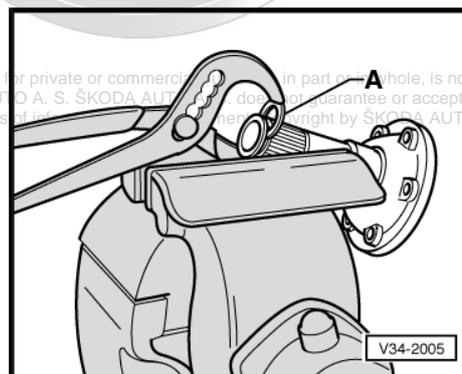
9 - Flange shaft left

- removing and installing ⇒ [page 456](#)



Replace circlip for flange shaft

- Clamp the flange shaft in a vice with protective jaws.
- Push out the old circlip from the flange shaft groove with the new circlip -A-.



7.3 Replace left gasket ring (Octavia III)

Removing and installing left flange shaft and gasket for left flange shaft in rear final drive

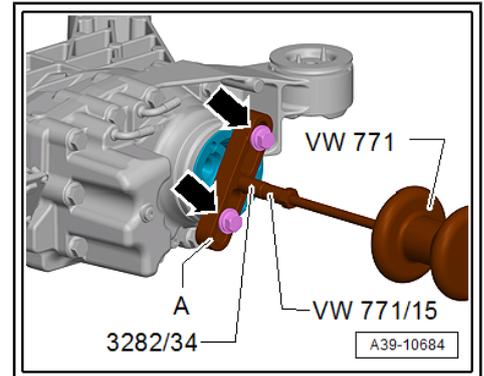
Special tools and workshop equipment required

- ◆ Oil seal extractor lever - MP3-418 (VW 681)-

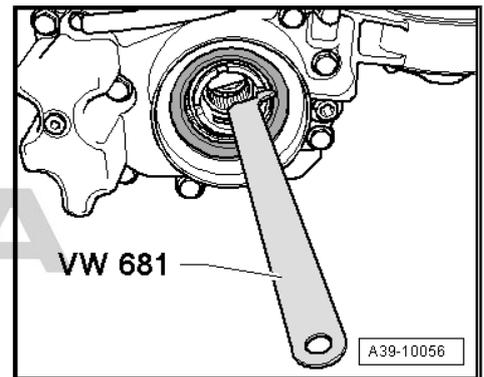
- ◆ Multi-purpose tool - MP3-419 (VW 771)-
- ◆ Bolt - 3282/34-
- ◆ Thrust piece - T10049-
- ◆ Bridge of the extractor - Kukko 18/0-
- ◆ Sealing grease - G 052 128 A1-

Work procedure

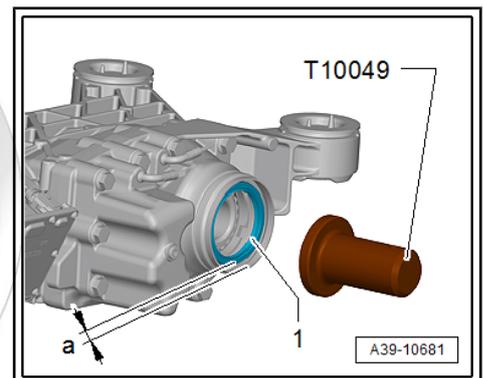
- Remove drive shaft with rear final drive installed ⇒ Chassis; Rep. gr. 42 .
- Screw out threaded spindle from the bridge of the extractor - Kukko 18/0- and screw in bolt - 3282/34- .
- Fasten bridge -A- with two screws M8 x 30 -Arrows- to flange shaft.
- Take out the flange shaft.



- Lever off gasket ring for flange shaft with ejection lever - VW 681- .



- Light oil new gasket ring -1- on the outer diameter and drive in with thrust piece - T10049- to the dimension -a- while taking care that the gasket ring is not tilted.
- Measure dimension -a- = 4.8 ± 0.1 mm from the flat housing surface to the gasket ring.
- Do not drive in the gasket ring up to the stop.
- Verify that the parallelism error of the gasket ring -1- to the flat housing surface is no more than 0.25 mm.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .



- Replace circlip for flange shaft ⇒ [page 456](#) .
- Drive in flanged shaft with a plastic hammer, and a mandrel if necessary.
- Install drive shaft ⇒ Chassis; Rep. gr. 42 .
- Check the oil level for final drives in the rear final drive ⇒ [page 530](#) .

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7.4 Replace right gasket ring (Octavia III)

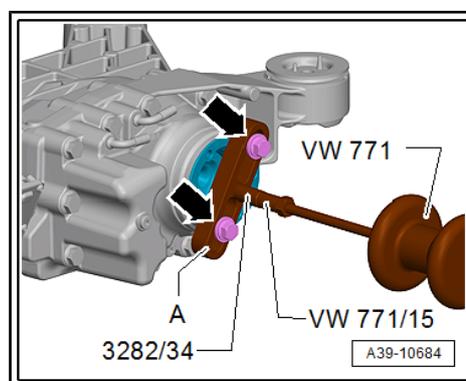
Removing and installing right flange shaft and gasket for right flange shaft in rear final drive

Special tools and workshop equipment required

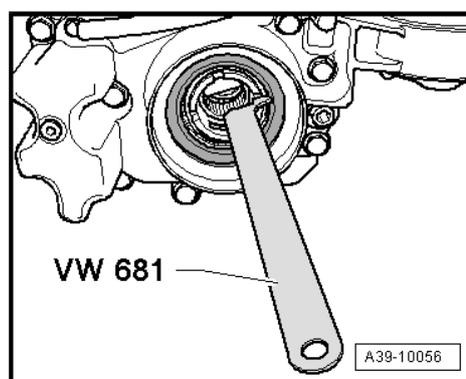
- ◆ Oil seal extractor lever - MP3-418 (VW 681)-
- ◆ Multi-purpose tool - MP3-419 (VW 771)-
- ◆ Bolt - 3282/34-
- ◆ Thrust piece - T10049-
- ◆ Bridge of the extractor - Kukko 18/0-
- ◆ Sealing grease - G 052 128 A1-

Work procedure

- Remove right drive shaft with rear final drive installed⇒ Chassis; Rep. gr. 42 .
- Screw out threaded spindle from the bridge of the extractor - Kukko 18/0- and screw in bolt - 3282/34- .
- Fasten bridge -A- with two screws M8 x 30 -Arrows- to flange shaft.
- Take out the flange shaft.



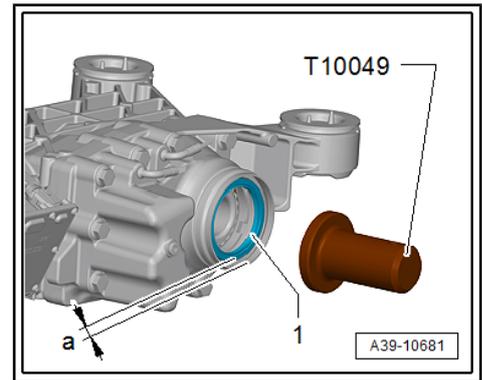
- Lever off gasket ring for flange shaft with ejection lever - VW 681- .



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- Light oil new gasket ring -1- on the outer diameter and drive in with thrust piece - T10049- to the dimension -a- while taking care that the gasket ring is not tilted.
- Measure dimension -a- = 4.8 ± 0.1 mm from the flat housing surface to the gasket ring.
- Do not drive in the gasket ring up to the stop.
- Verify that the parallelism error of the gasket ring -1- to the flat housing surface is no more than 0.25 mm.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Replace circlip for flange shaft ⇒ [page 456](#) .
- Drive in flanged shaft with a plastic hammer, and a mandrel if necessary.
- Install drive shaft ⇒ Chassis; Rep. gr. 42 .
- Check the oil level for final drives in the rear final drive ⇒ [page 530](#) .



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8 Replacing gasket ring for flange on Haldex coupling

Removing and installing the gasket ring for flange shaft on Haldex coupling (Octavia II, Superb II and Yeti) ⇒ [page 460](#) .

Replacing gasket ring for drive shaft flange (Octavia III)
 ⇒ [page 466](#) .

8.1 Removing and installing the gasket ring for flange shaft on Haldex coupling (Octavia II, Superb II and Yeti)

Special tools and workshop equipment required

- ◆ Ejection lever - MP3-418 (VW 681)-
- ◆ Thrust piece - T10019-
- ◆ Extractor - T10037-
- ◆ Tensioning strap - T10038-
- ◆ Counterholder - T30004 (3415)-
- ◆ Engine/gearbox jack , e.g. -V.A.G 1383A -
- ◆ Three armed extractor e.g. -Kukko 12/1-
- ◆ Catch pan
- ◆ Locking agent - D 000 600-
- ◆ Counterholder - T10172-
- ◆ Adapter - T10172/5-
- ◆ Bolt M10 x 25
- ◆ Allan screw M8 x 15
- Rear final drive is installed.

8.1.1 Removing

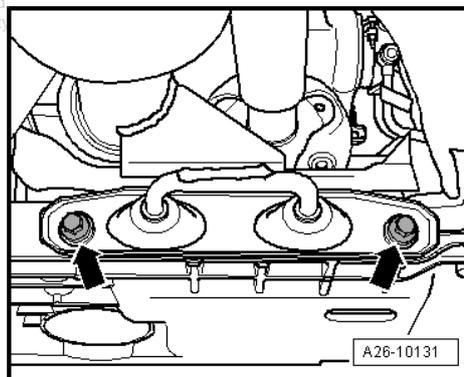
- Raise vehicle.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted without the prior written consent of ŠKODA A. S. © Separate exhaust system at the clamping sleeve and remove bracket for the exhaust system from the assembly carrier ⇒ Engine; Rep. gr. 26 .
- Tie up pre-exhaust pipe.



Note

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

- Remove the rear part of the exhaust system as from the clamping sleeve ⇒ Engine; Rep. gr. 26 .
- Remove the heat shield below the propshaft.



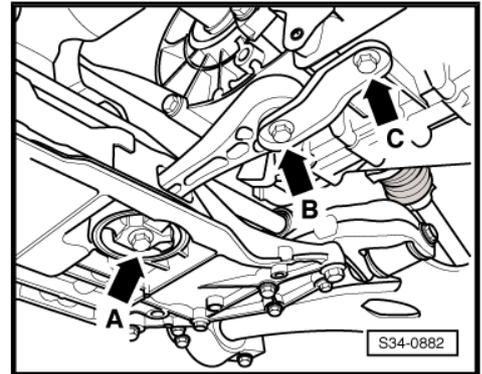
- Remove pendulum support from gearbox, to do so release the bolts -arrow B- and -arrow C-.



Note

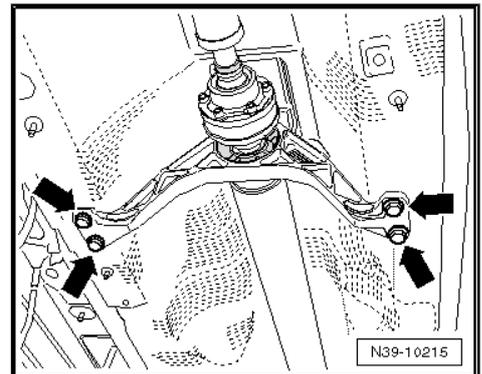
Do not release screw -arrow A-.

For vehicles Superb II



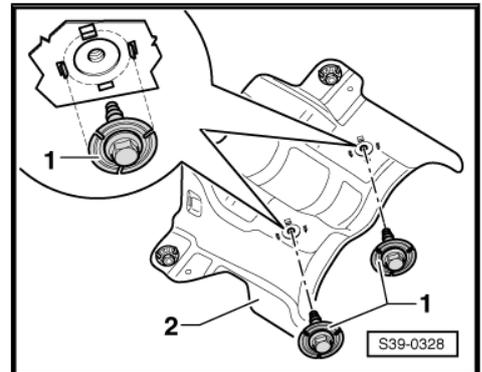
- Slacken the intermediate bearing of the propshaft from the body by approx. 4 turns -arrows-.

For vehicles Octavia II and Yeti

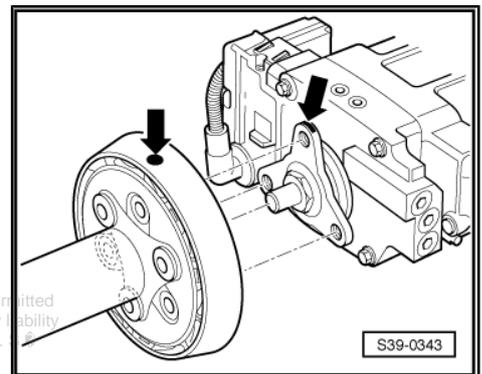


- Remove the heat shield -2- below the propshaft, to do so release the screws -1-.
- After removing the heat shield screw on again the intermediate bearing of the propshaft -arrow- with the screws -1- until the intermediate bearing can be moved.

Vehicles with rear final drive "02D/0AV" (Octavia II)



- Check, if a marking (colour point) is present on the flexible disk/oscillation damper and at the flange on the Haldex coupling -arrows-. If not, mark the position of the flexible disk and the flange on the Haldex coupling to each other -arrows-.

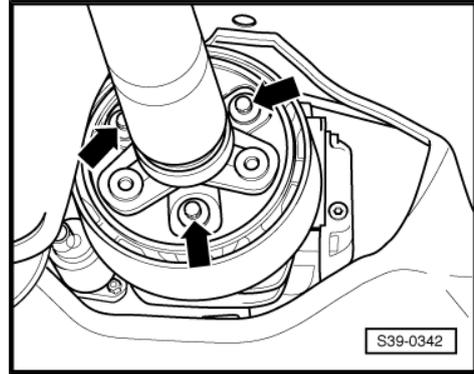


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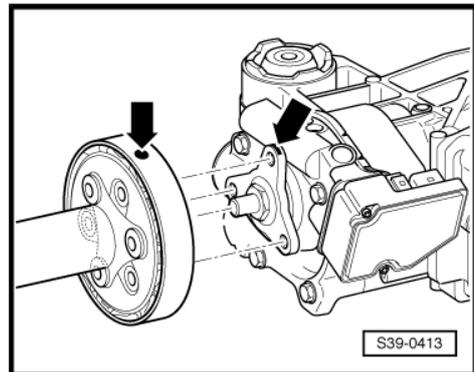


- Unscrew propshaft with flexible disk and oscillation damper from rear final drive -arrows-.

Vehicles with rear final drive "0BR"

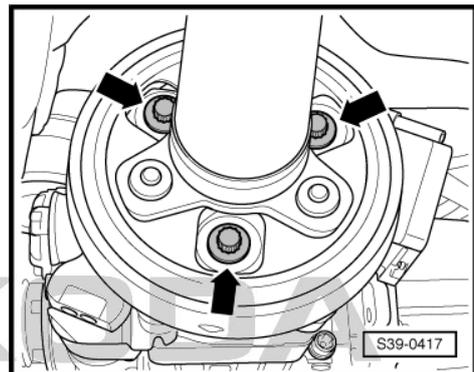


- Check, if a marking (colour point) is present on the flexible disk/oscillation damper and at the flange on the Haldex coupling -arrows-. If not, mark the position of the flexible disk and the flange on the Haldex coupling to each other -arrows-.

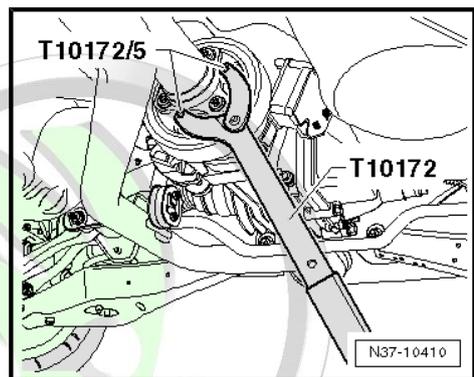


- Unscrew propshaft with flexible disk and oscillation damper from rear final drive -arrows-.

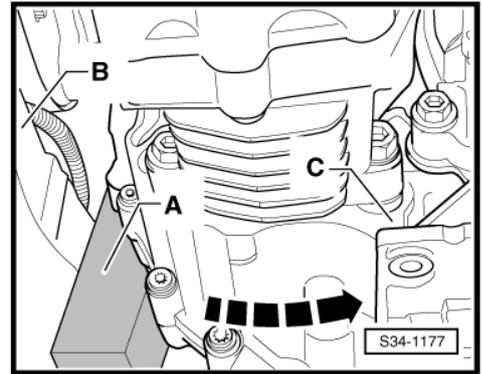
For all vehicles



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



- Subsequently push the engine/gearbox unit to the front with a 2nd mechanic -direction of arrow- and insert a suitable wooden wedge -A- (approx. 50 mm thick) between the assembly carrier -B- and the gearbox -C-.
- While doing so, remove the propshaft from the flange at the Haldex coupling (centering stud) on the rear final drive.

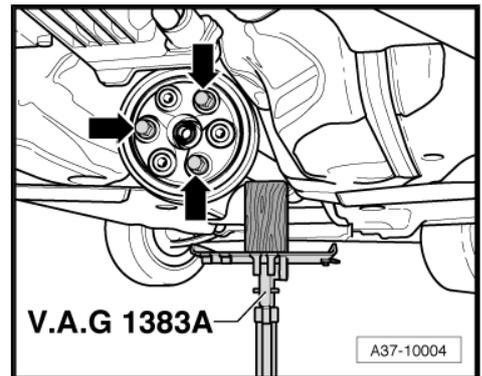


- Support propshaft with engine/gearbox jack , e.g. -V.A.G 1383A - .

Vehicles - "two-piece" propshaft

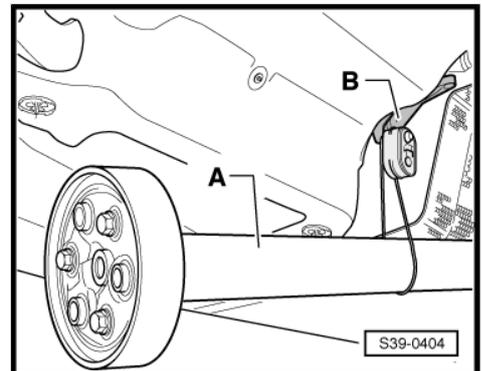
- If necessary remove flexible disk from the propshaft -arrows-.

Vehicles - "one-piece" propshaft



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

Continued for all vehicles

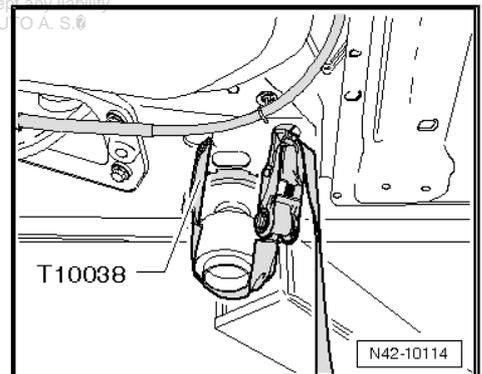


- Lash the vehicle securely to the lift platform using tensioning straps - T10038- .



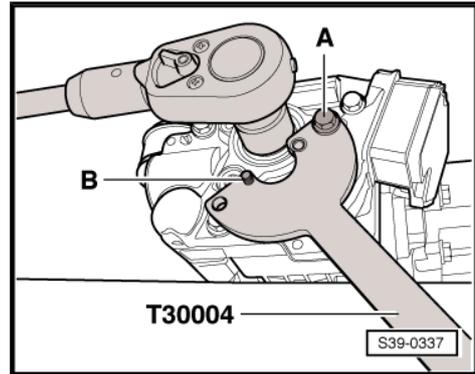
WARNING

If the vehicle is not lashed, there is a risk of the vehicle toppling off the lift platform.

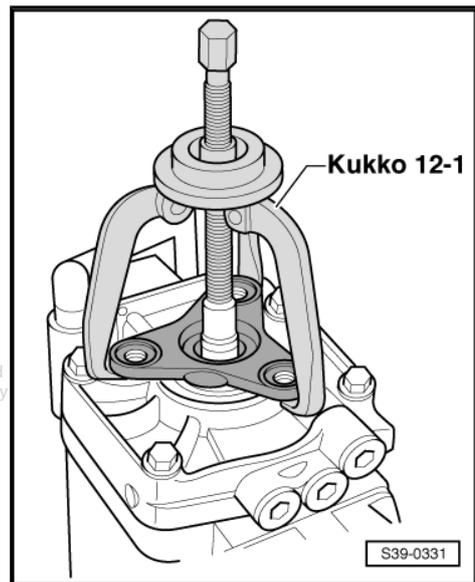
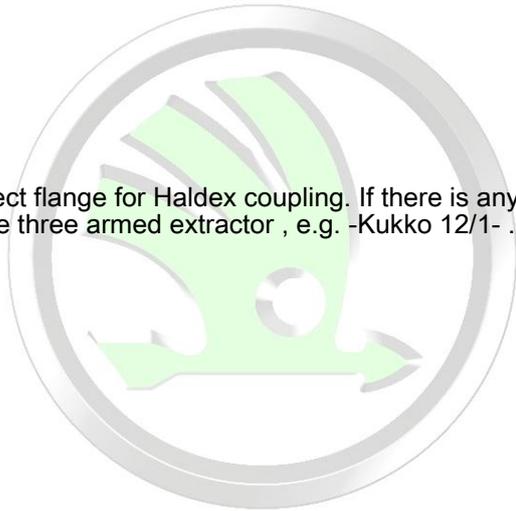




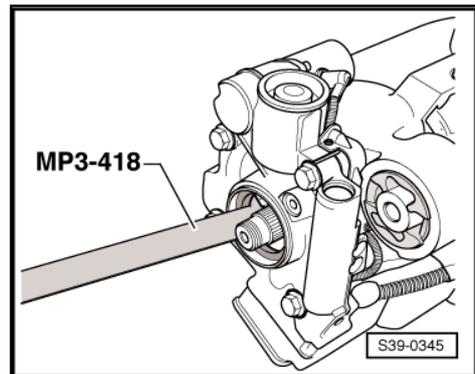
- Unscrew hexagon nut at flange of Haldex coupling.
- A- Screw M10 x 25
- B- Allen screw M8 x 15 (is screwed in from the reverse side into the counterholder - T30004-)



- Disconnect flange for Haldex coupling. If there is any resistance, use three armed extractor , e.g. -Kukko 12/1- .



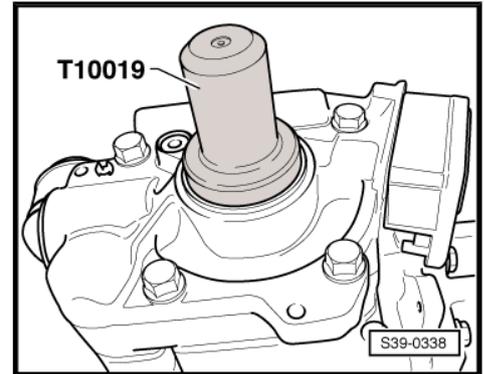
- Pull out gasket ring with ejection lever - MP3-418- .



8.1.2 Install

- Before installing, slightly oil new gasket ring on the outside diameter and between the sealing lips with high efficiency oil for Haldex coupling .

- Drive in new gasket ring with pressure plate - T10019- up to the stop. Do not tilt the gasket ring during this process.
- Drive in flange for Haldex coupling.

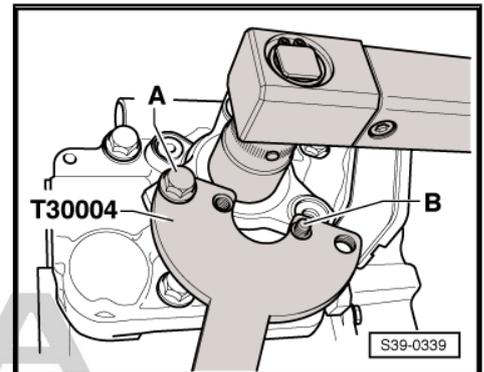


- Insert new hexagon nut with locking agent - D 000 600- and tighten.

-A- Screw M10 x 25

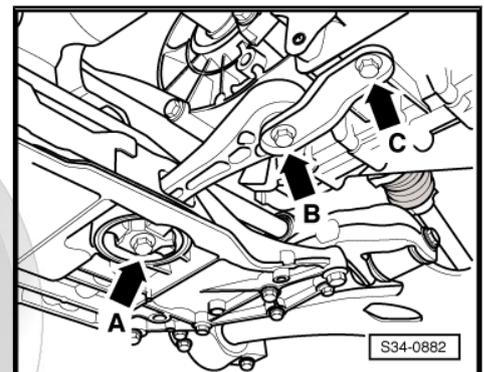
-B- Allen screw M8 x 15 (is screwed in from the reverse side into the counterholder - T30004-)

- Install propshaft to final drive ⇒ [page 394](#) .



- Tighten the pendulum support with »new« screws -screws B and C- at the gearbox. Tightening torques ⇒ Engine; Rep. gr. 10 .

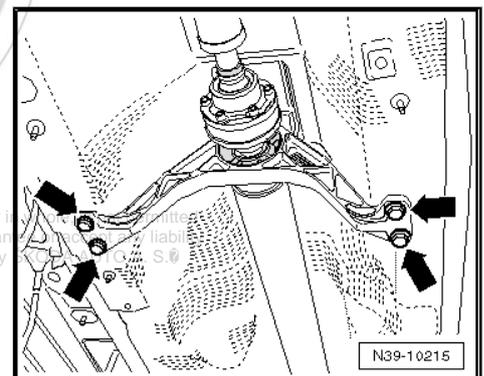
- Align intermediate bearing free of stress and tighten. Tightening torque ⇒ [page 415](#) .



For vehicles Superb II

- Install the heat shield below the propshaft.

For vehicles Octavia II and Yeti



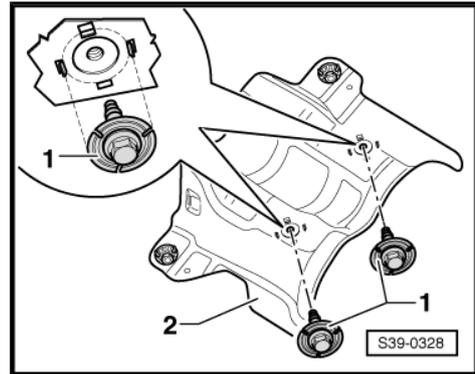
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When screwing the heat shield -2- with the intermediate bearing make sure that the screws -1- are within the four centering tabs.

For all vehicles

- Install rear left vehicle level sensor - G76- → Chassis; Rep. gr. 42 .
- Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26 .
- Check oil level in the Haldex coupling ⇒ [page 518](#) .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



Tightening torques

Component	Nm
Haldex coupling to rear final drive ¹⁾	210
Flexible disk at propshaft ("two-piece" propshaft)	⇒ page 415
Propshaft ("one-piece") on rear final drive (Octavia II and Yeti)	⇒ page 420
Propshaft ("one-piece") on rear final drive (Superb II)	⇒ page 421

1) Always replace nut ⇒ Electronic Catalogue of Original Parts .

8.2 Replacing gasket ring for drive shaft flange (Octavia III, Yeti as of 11.2013)

Special tools and workshop equipment required

- ◆ Pipe section - MP3-4012 (VW 416 B)-
- ◆ Oil seal extractor lever - MP3-418 (VW 681)-
- ◆ Counterholder - T30004 (3415)-
- ◆ Thrust piece - T10019-
- ◆ Tensioning strap - T10038-
- ◆ Counterholder - T10172- with adapters - T10172/5-
- ◆ Old oil collecting and suction equipment - V.A.G 1782-
- ◆ Three armed extractor - Kukko 12/1-
- ◆ Locking agent - D 000 600-
- ◆ Bolt M10 x 25
- ◆ Allan screw M8 x 15
- Rear final drive is installed.

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Removing

- Lash vehicle on both sides to the support arms of the lift platform with straps - T10038- .

1 - Tensioning strap - T10038-



WARNING

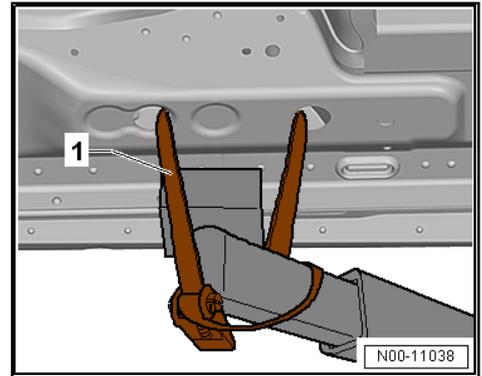
If the vehicle is not securely lashed, there is a risk of the vehicle falling down from the lift platform.



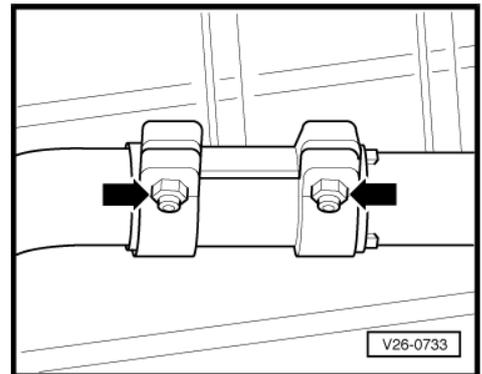
Caution

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

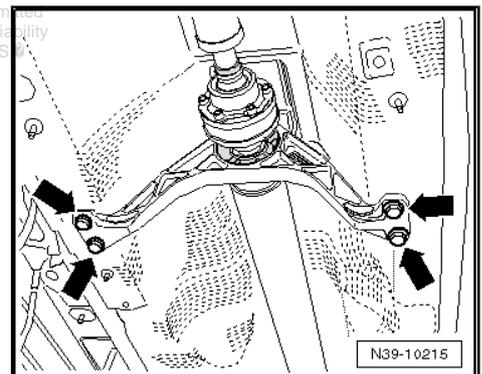
- ◆ *The decoupling element should not be bent by more than 10° - risk of damage.*
- ◆ *Do not load the decoupling element with tensile stress.*
- ◆ *Do not damage wire mesh on decoupling element.*



- Loosen nuts of clamping sleeve -arrow- and slide it backwards.
- Tie pre-exhaust pipe to the underfloor.
- Remove middle and rear part of exhaust system ⇒ Engine; Rep. gr. 26 .

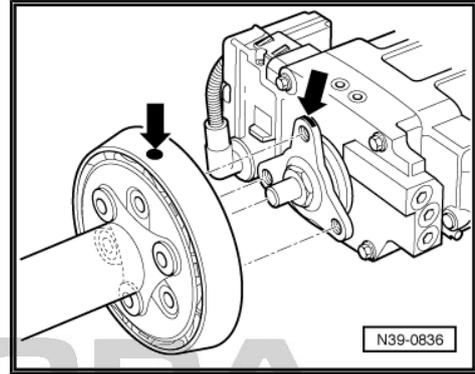


- Only loosen screws -arrows- for guide bearing of propshaft, do not remove.

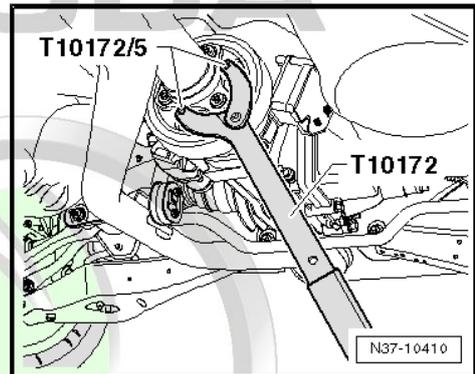




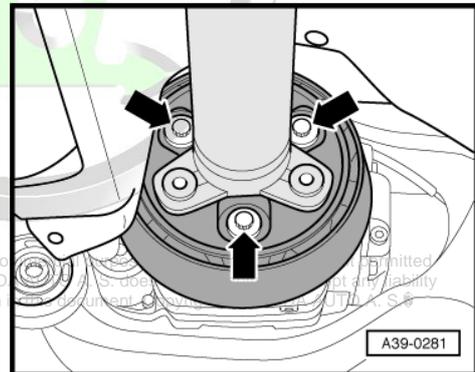
- Check if there are assembly markings (coloured points) on the flexible disk and on the propshaft flange on the rear final drive -arrows-.
- If there are no markings, mark the mutual positions of the flexible disk and the propshaft flange on the rear final drive.



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



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

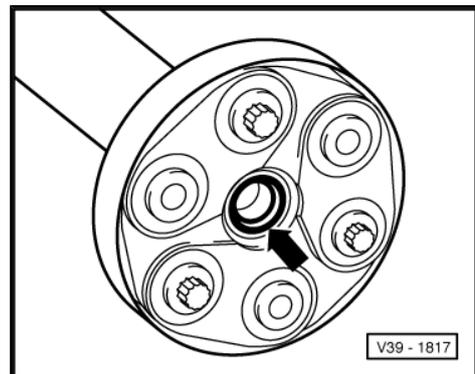


- Pull off the propshaft from the centering stud on the rear final drive, pressing the prop slightly forward.

 **Caution**

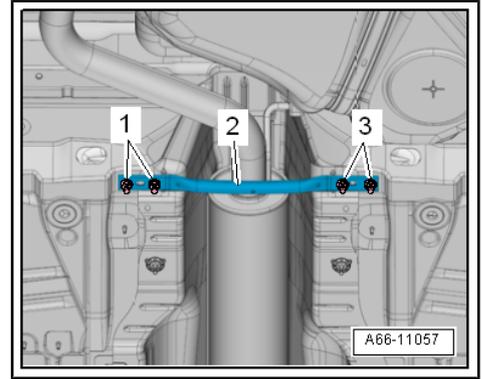
Risk of damage to the gasket ring -arrow- on the flange of the propshaft.

◆ *Pull off propshaft horizontally from centering stud.*

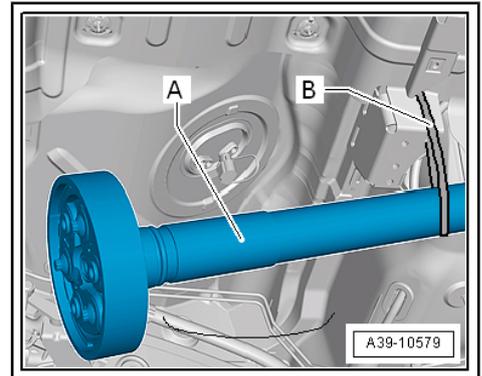


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- Remove rear tunnel bridge -2- ⇒ Body work; Rep. gr. 66 .



- Then tie rear end of propshaft -A-, e.g. with wire -B- to body.

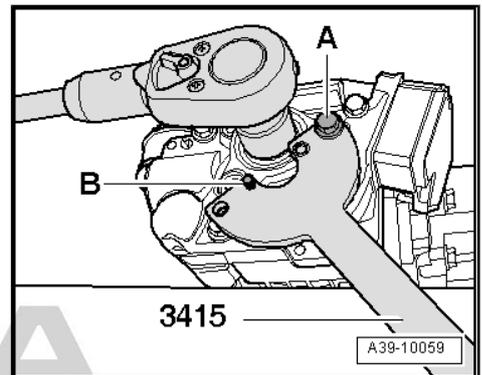


- Unscrew nut for propshaft flange.

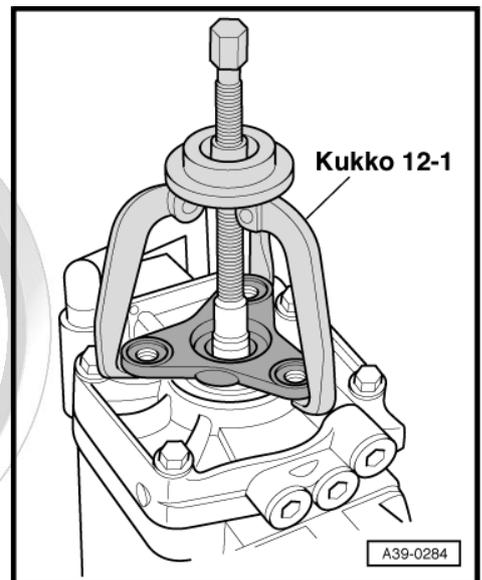
A - Bolt M10 x 25

B - Allen screw M8 x 15 (is screwed in from the reverse side into the counterholder - T30004 (3415)-)

Place an old oil collecting and suction equipment - V.A.G 1782- under the flange.

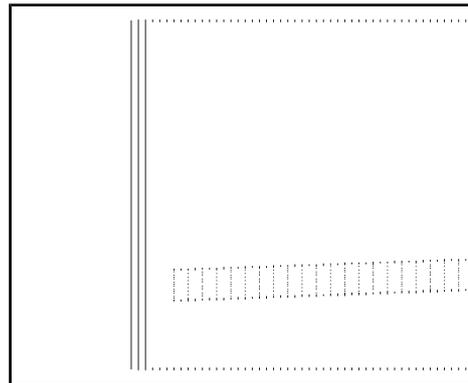


- Remove propshaft flange. If there is any resistance, use three armed extractor , e.g. -Kukko 12-1- or -Kukko 45-2- .



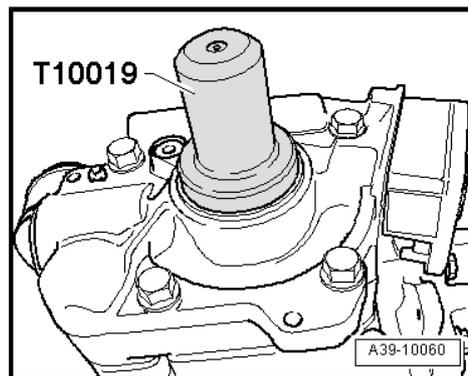


- Pull out gasket ring with ejection lever - VW 681- .

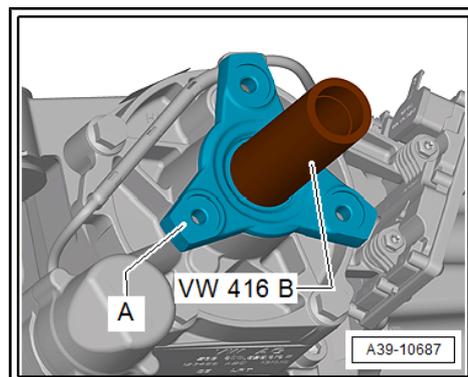


Install

- Before installing, lightly oil new gasket ring on the outside diameter and between the sealing lips with high efficiency oil for Haldex couplings .
- Drive in new gasket ring with thrust piece - T10019- up to the stop. Do not tilt the gasket ring.



- Drive in propshaft flange -A- with pipe section - VW 416 B- .

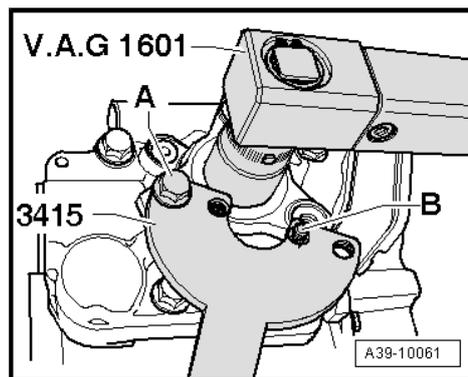


- Then screw in new nut using locking agent - D 000 600- and tighten.

A - Bolt M10 x 25

B - Allen screw M8 x 15 (is screwed in from the reverse side into the counterholder - T30004 (3415)-)

- Connect propshaft to rear final drive:
 - ◆ Octavia III ➤ [page 405](#) .
 - ◆ Yeti ➤ [page 398](#) .
- Align guide bearing in elongated holes so that propshaft and guide bearing are free of stress.
- Install exhaust system and align free of stress ➤ Engine; Rep. gr. 26 .
- Check oil level in the Haldex coupling ➤ [page 519](#) .



Tightening torques

- ◆ Unscrew nut for propshaft flange ➤ [page 494](#) or ➤ [page 455](#) .

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9 Electrical/electronic components and fitting locations for the Haldex coupling

Electric/electronic components and their fitting locations (final drive "02D/0AV") (Octavia II) ⇒ [page 471](#) .

Electric/electronic components and their fitting locations (final drive "0BR") (Octavia II, Superb II and Yeti) ⇒ [page 473](#) .

Electrical modules of the coupling - Summary of components (5th generation Haldex coupling) (Octavia III, Yeti as of 11.2013) ⇒ [page 475](#) .

Summary of components - Four-wheel drive control unit - J492- (final drive "02D/0AV") (Octavia II) ⇒ [page 477](#) .

Summary of components - Four-wheel drive control unit - J492- (final drive "0BR") (Octavia II, Superb II and Yeti) ⇒ [page 478](#) .

Removing and installing the four-wheel drive control unit - J492- (final drive "02D/0AV") (Octavia II) ⇒ [page 479](#) .

Removing and installing the four-wheel drive control unit - J492- (final drive "0BR") (Octavia II, Superb II and Yeti) ⇒ [page 482](#) .

Removing and installing four-wheel drive control unit - J492- (5th generation Haldex coupling) (Octavia III, Yeti as of 11.2013) ⇒ [page 484](#) .

Remove and install the pump for Haldex coupling (final drive "02D/0AV") (Octavia II) ⇒ [page 485](#) .

Removing and installing pump for Haldex coupling (final drive "0BR") (Octavia II, Superb II and Yeti) ⇒ [page 487](#) .

Removing and installing pump for Haldex coupling - V181- (5th generation Haldex coupling) (Octavia III, Yeti as of 11.2013) ⇒ [page 489](#) .

9.1 Electric/electronic components and their fitting locations (final drive "02D/0AV") (Octavia II)



1 - Four-wheel drive control unit - J492 -

- Fitting location ⇒ [page 472](#)
- forms a single unit with the control valve for opening degree of coupling - N373-
- the pressure sensor is also located in the control unit - removing and installing ⇒ [page 479](#)
- important signals from the engine control unit and the ABS control unit with EDL - J104- are transmitted via the databus to the four-wheel drive control unit

2 - Pump for Haldex coupling - V181-

- Fitting location ⇒ [page 473](#)
- the pump can be inspected with ⇒ Vehicle diagnostic tester in the operating mode "Targeted fault finding"
- removing and installing ⇒ [page 485](#)

3 - Diagnostic connection

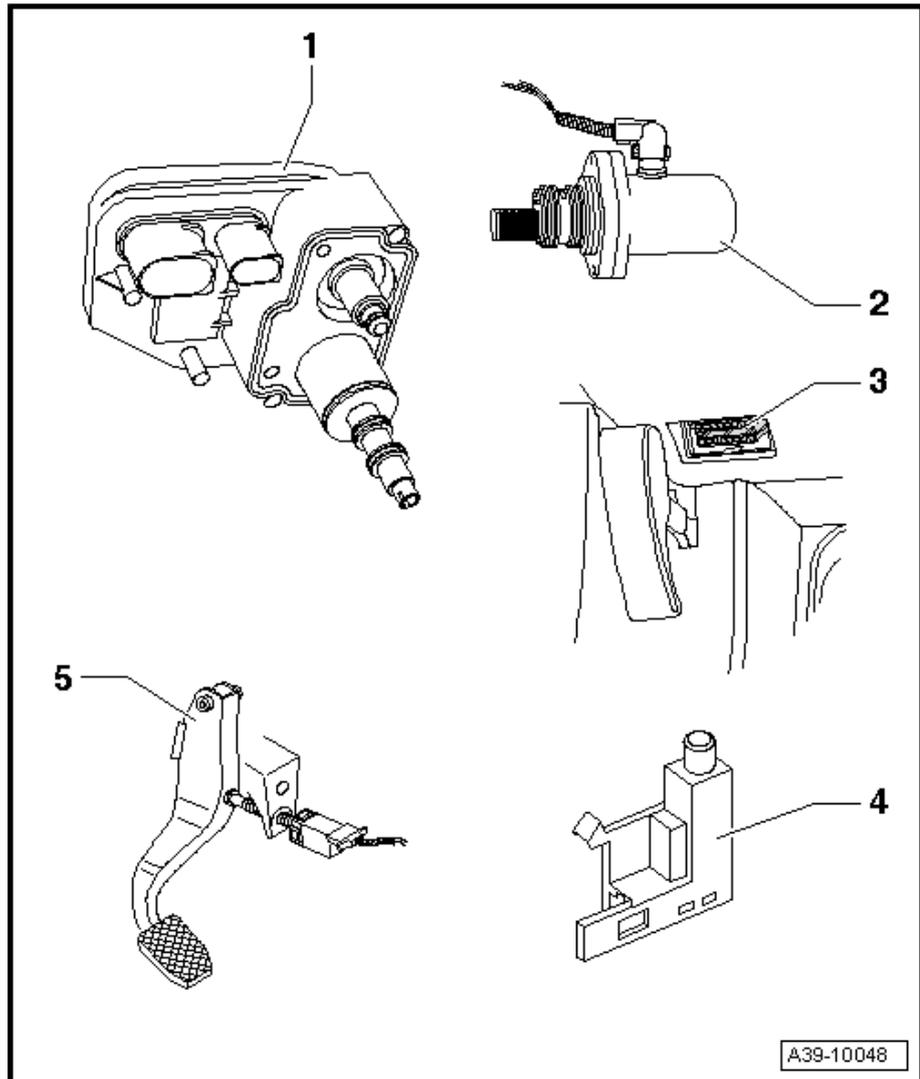
- is located in the driver's footwell, next to the front flap control lever

4 - Switch for hand-brake control - F9-

- Fitting location ⇒ [page 473](#)
- the switch can be inspected with ⇒ Vehicle diagnostic tester in the operating mode "Targeted fault finding"
- removing and installing ⇒ Chassis; Rep. gr. 46

5 - Brake light switch - F-

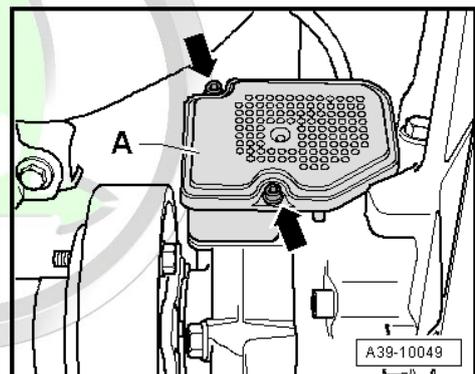
- Fitting location up to 10.05 ⇒ [page 473](#)
- Fitting location as of 11.05 ⇒ [page 473](#)
- the switch can be inspected with ⇒ Vehicle diagnostic tester in the operating mode "Targeted fault finding"
- removing and installing ⇒ Chassis; Rep. gr. 46



A39-10048

Four-wheel drive control unit - J492-

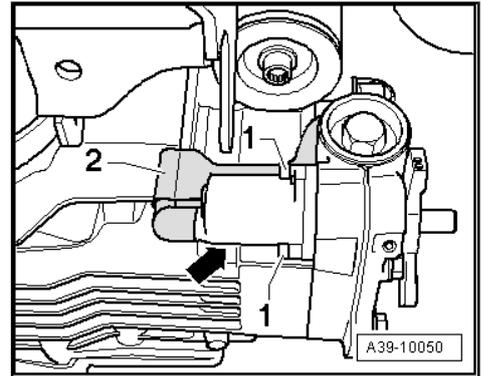
Fitting location: Control unit -A- is located on the rear final drive, in front (left) area.



A39-10049

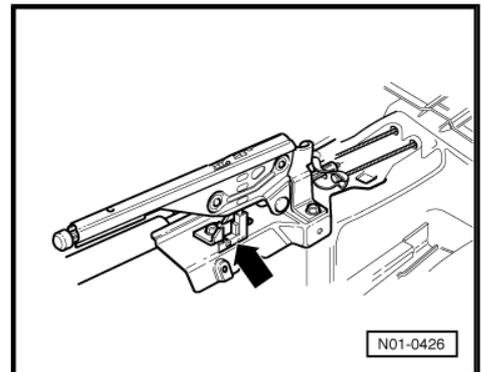
Pump for Haldex coupling - V181-

Fitting location: Pump for Haldex coupling -arrow- is located on the rear final drive, in front (right) area.



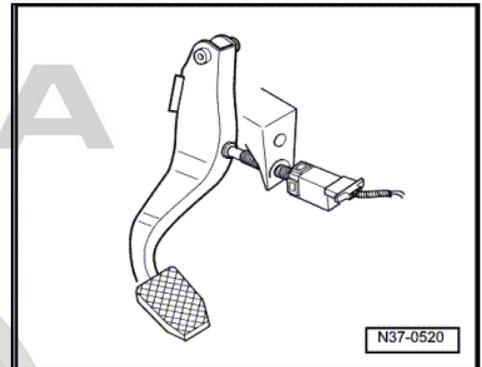
Switch for hand-brake control - F9-

Fitting location: Switch -arrow- is located on the hand-brake lever.



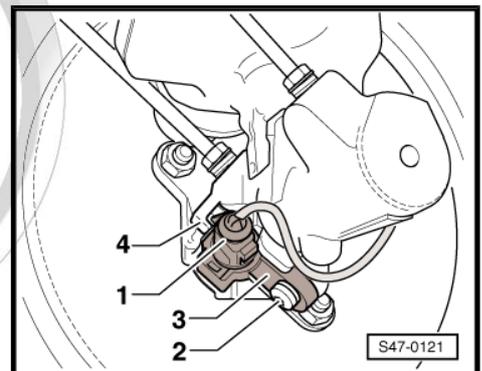
Brake light switch - F-

Fitting location: Brake light switch - F- is located on the foot controls above the brake pedal.



Brake light switch - F- and brake pedal switch - F47-

Fitting location: Brake light switch - F- and brake pedal switch - F47- are located on the master brake cylinder.



9.2 Electric/electronic components and their fitting locations (final drive "0BR") (Octavia II, Superb II and Yeti)



1 - Four-wheel drive control unit - J492-

- ❑ Fitting location ⇒ [page 472](#)
- ❑ forms a single unit with the control valve for opening degree of coupling - N373- Pos. 2
- ❑ important signals from the engine control unit and the ABS control unit with EDL - J104- are transmitted via the data-bus to the four-wheel drive control unit

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

3 - Pump for Haldex coupling - V181-

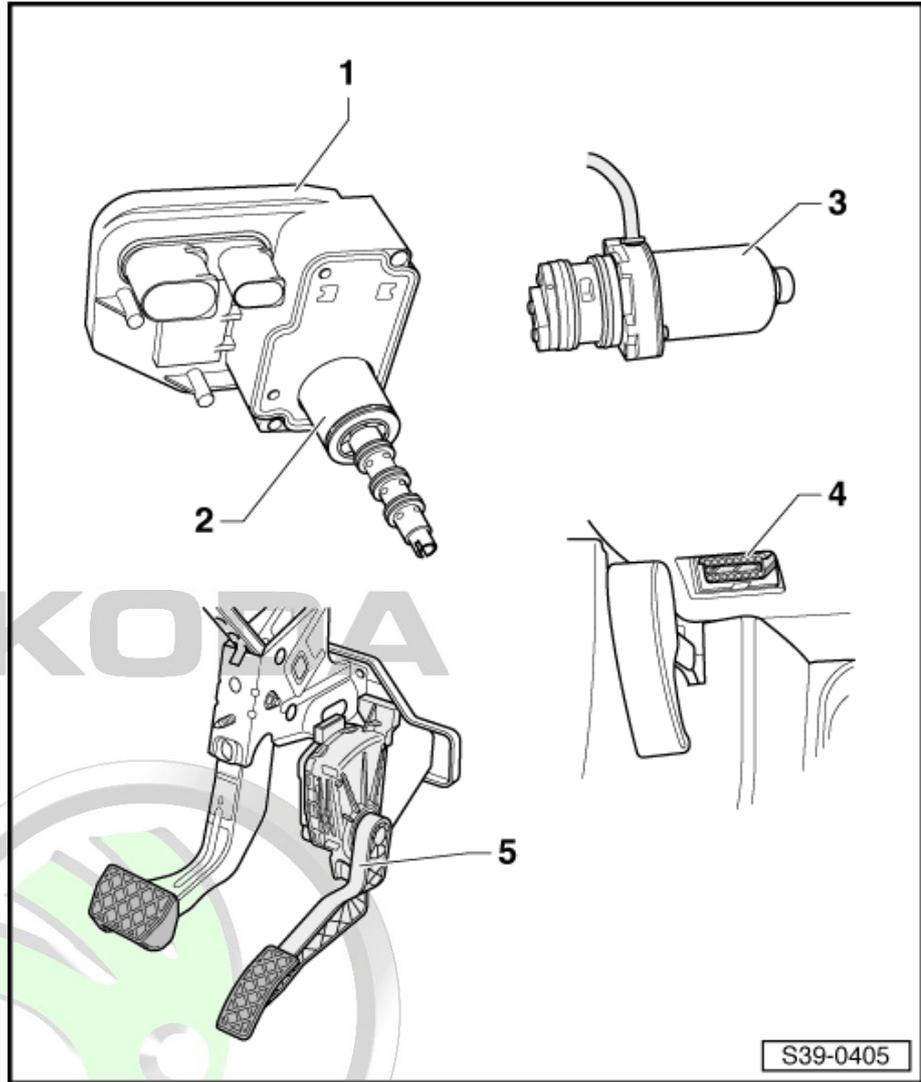
- ❑ Fitting location ⇒ [page 475](#)
- ❑ the pump can be inspected with ⇒ Vehicle diagnostic tester in the operating mode "Targeted fault finding"
- ❑ removing and installing ⇒ [page 487](#)

4 - Diagnostic connection

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

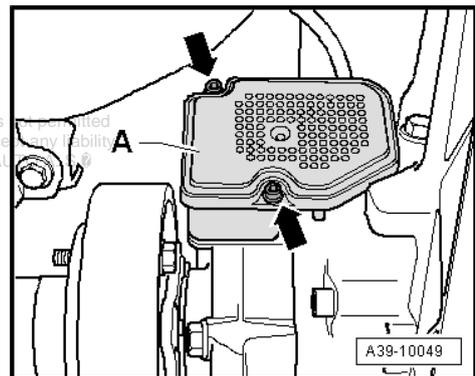
5 - Accelerator pedal position sender - G79-

- ❑ Fitting location ⇒ [page 475](#)



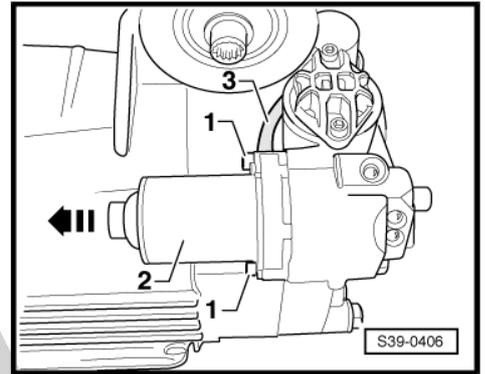
Four-wheel drive control unit - J492-

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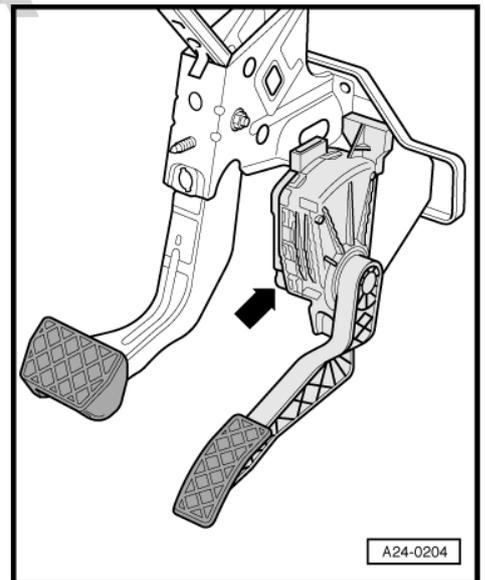
Pump for Haldex coupling - V181-

Fitting location: Pump for Haldex coupling -2- is located on the rear final drive, in front (right) area.



Accelerator pedal position sender - G79-

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



9.3 Electrical modules of the coupling - Summary of components (5th generation Haldex coupling) (Octavia III, Yeti as of 11.2013)



1 - Four-wheel drive control unit - J492-

- ❑ Important signals from the engine control unit and the ABS control unit with EDL - J104- are transmitted via the data-bus to the four-wheel drive control unit
- ❑ Summary of components ⇒ [page 494](#)
- ❑ removing and installing ⇒ [page 484](#)

2 - Pump for Haldex coupling - V181-

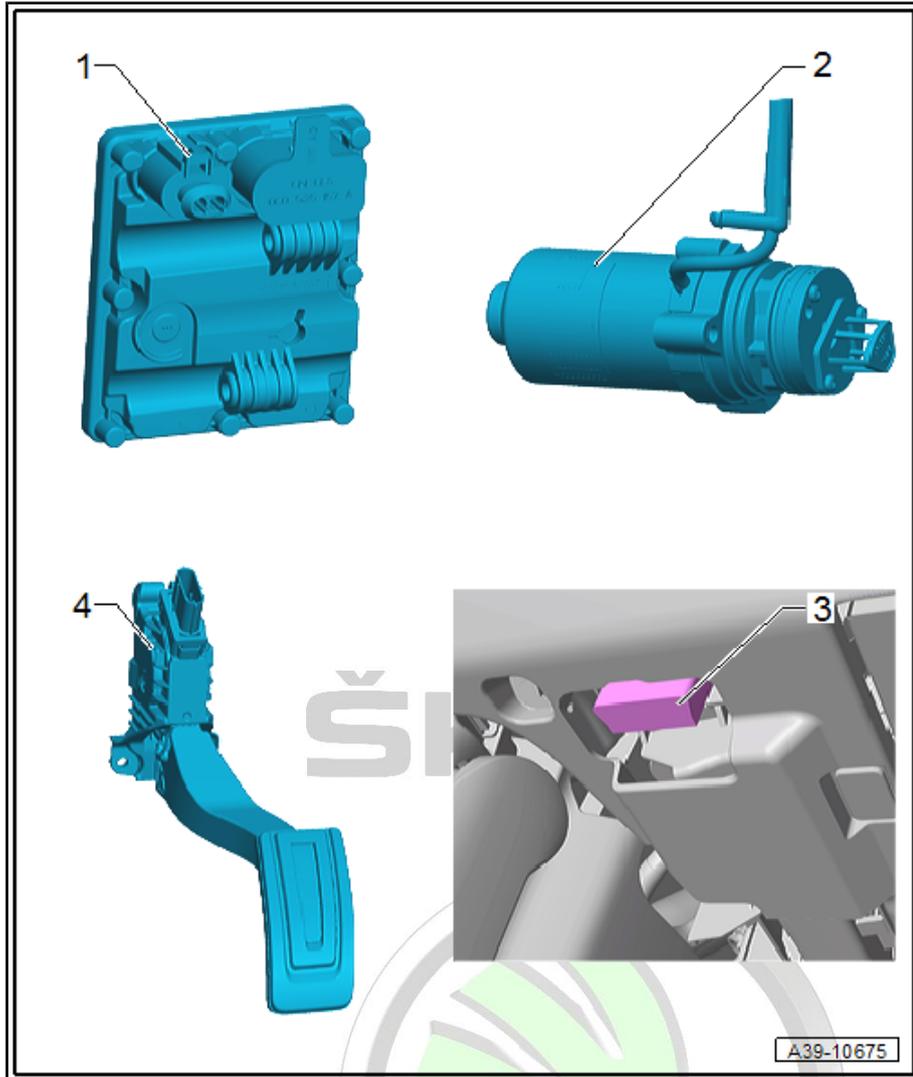
- ❑ check ⇒ Vehicle diagnostic tester
- ❑ removing and installing ⇒ [page 489](#)

3 - Diagnostic connection

- ❑ Fitting position: Front left footwell

4 - Accelerator pedal module

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



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9.4 Summary of components - Four-wheel drive control unit - J492- (final drive "02D/0AV") (Octavia II)

1 - Four-wheel drive control unit - J492-

- is calibrated with the valve for control of the opening degree of the coupling - N373- pos. 4
- always replace together with the valve for control of the opening degree of the coupling - N373- Pos. 4
- removing and installing
⇒ [page 479](#)

2 - 6 Nm

3 - Cover

- with vulcanized gasket
- always replace ⇒ Electronic Catalogue of Original Parts

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

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

5 - Sealing ring

- Diameter 12 mm
- for valve for control of the opening degree of the coupling - N373-
- moisten with high efficiency oil for Haldex coupling and insert
- always replace ⇒ Electronic Catalogue of Original Parts

6 - Sealing ring

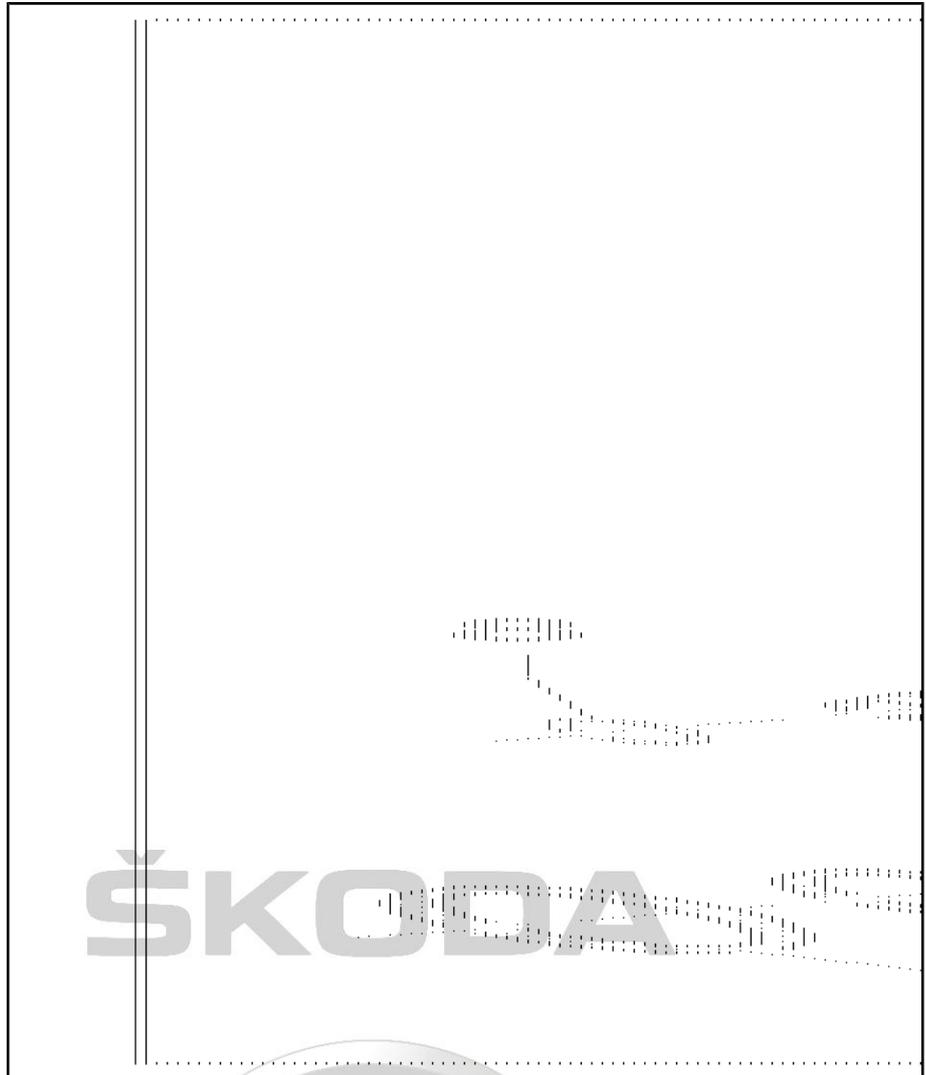
- Diameter 11 mm
- for valve for control of the opening degree of the coupling - N373-
- moisten with high efficiency oil for Haldex coupling and insert
- always replace ⇒ Electronic Catalogue of Original Parts

7 - Sealing ring

- in the housing of the Haldex coupling
- moisten with high efficiency oil for Haldex coupling and insert
- always replace ⇒ Electronic Catalogue of Original Parts

8 - Sealing ring

- for pressure sensor
- moisten with high efficiency oil for Haldex coupling and insert
- always replace ⇒ Electronic Catalogue of Original Parts





9 - Pressure sensor

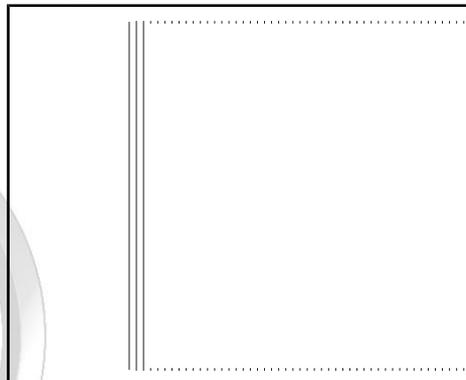
- can be re-used when replacing the control unit

10 - Disc spring

- Fitting position ⇒ [page 478](#)

Fitting position of the disc spring

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



9.5 Summary of components - Four-wheel drive control unit - J492- (final drive "0BR") (Octavia II, Superb II and Yeti)

1 - Four-wheel drive control unit - J492-

- is calibrated with the valve for control of the opening degree of the coupling - N373- pos. 4
- always replace together with the valve for control of the opening degree of the coupling - N373- Pos. 4
- removing and installing ⇒ [page 482](#)

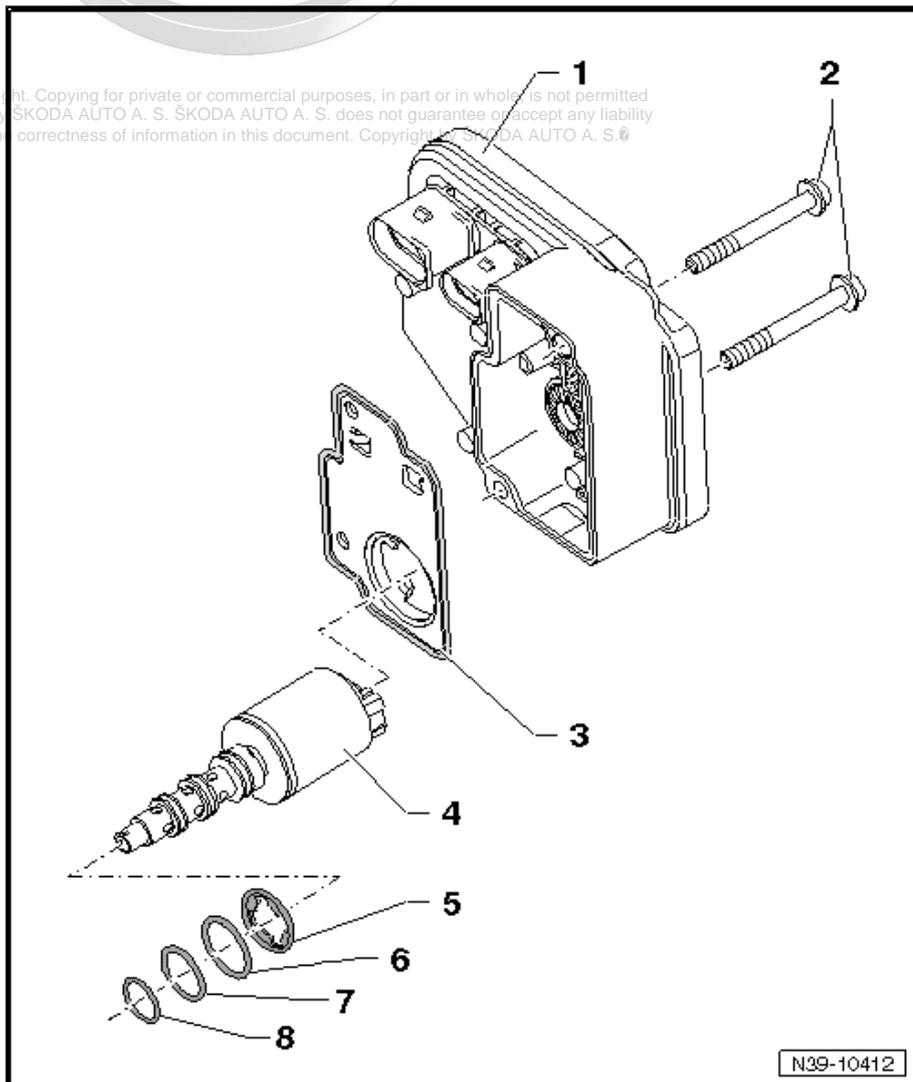
2 - 6 Nm

3 - Cover

- with vulcanized gasket
- remains glued on the control unit or on the housing of the Haldex coupling during removal
- always replace ⇒ Electronic Catalogue of Original Parts

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

- is calibrated with the four-wheel drive control unit - J492-
- always replace together with the four-wheel drive control unit - J492- Pos. 1
- removing and installing ⇒ [page 482](#)



N39-10412

5 - Sealing ring

- pay attention to correct fit of the centering lips in the groove
- for valve for control of the opening degree of the coupling - N373-
- moisten with high efficiency oil for Haldex coupling and insert
- always replace ⇒ Electronic Catalogue of Original Parts

6 - Sealing ring

- Inner diameter 12 mm
- for valve for control of the opening degree of the coupling - N373-
- moisten with high efficiency oil for Haldex coupling and insert
- always replace ⇒ Electronic Catalogue of Original Parts

7 - Sealing ring

- Inner diameter 11 mm
- for valve for control of the opening degree of the coupling - N373-
- moisten with high efficiency oil for Haldex coupling and insert
- always replace ⇒ Electronic Catalogue of Original Parts

8 - Sealing ring

- Inner diameter 10 mm
- for valve for control of the opening degree of the coupling - N373-
- moisten with high efficiency oil for Haldex coupling and insert
- always replace ⇒ Electronic Catalogue of Original Parts

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9.6 Removing and installing the four-wheel drive control unit - J492- (final drive "02D/0AV") (Octavia II)

Special tools and workshop equipment required

- ◆ Catch pan

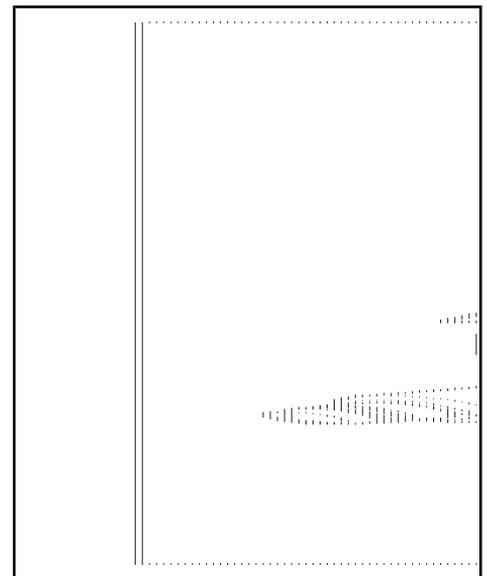
9.6.1 Removing



Note

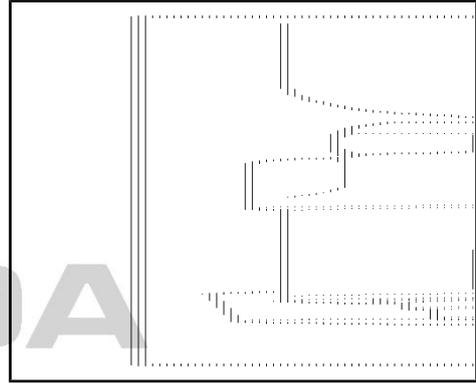
When removing the control unit -1-, the cover -2- and the disc spring -5- are removed together. The pressure sensor -4- and the valve -3- are removed separately.

- Switch off ignition.

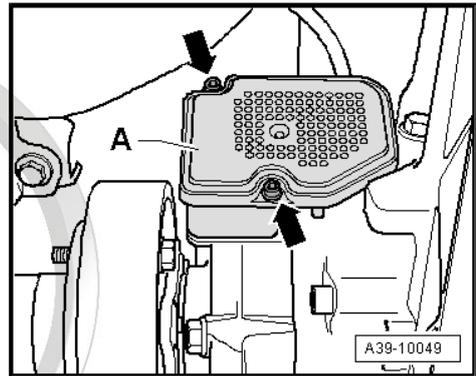




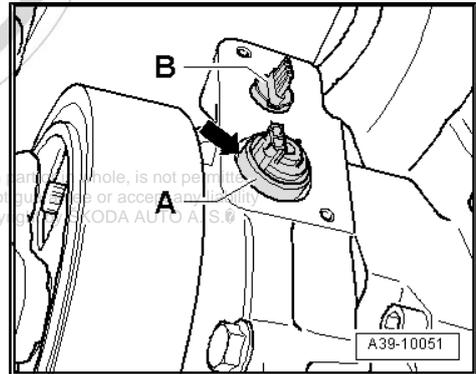
- Separate plug connections -1- and -2- at the top of the control unit.
- Place catch pan under the final drive.



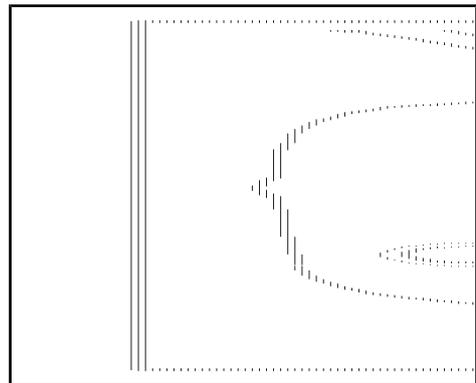
- Release screws -arrows-.
- Ensure that no parts fall down when removing the control unit.
- Carefully remove the control unit -A-.



- Carefully grasp the valve for control of opening degree of coupling - N373- -A- at the metal housing -arrow- using pliers and pull out.
- Pull out pressure sensor -B-.



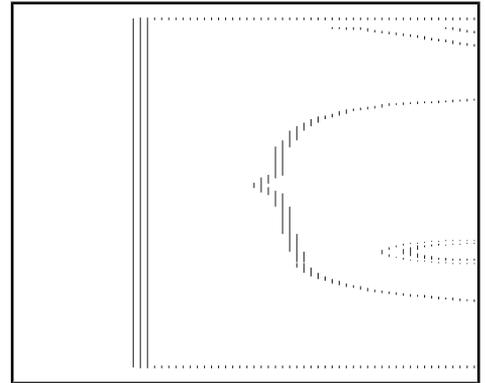
- Pull gasket ring for control valve for opening degree of coupling - N373- -arrow- out of the housing.



9.6.2 Install

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

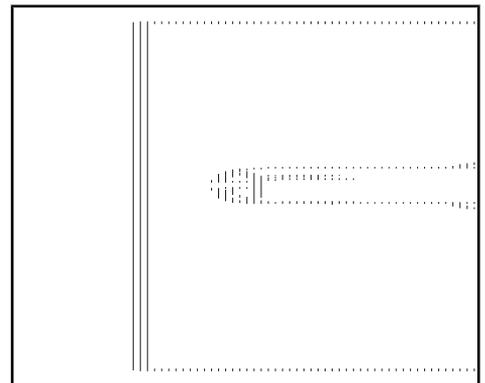
- Moisten new gasket ring for control valve of opening degree of coupling - N373- -arrow- with high efficiency oil for Haldex coupling and insert into the housing.



- Replace gasket rings -1- and -2- → Electronic Catalogue of Original Parts .

Pay attention to the different diameters:

- ◆ Inside diameter of gasket ring -1- is 11 mm
- ◆ Inside diameter of gasket ring -2- is 12 mm



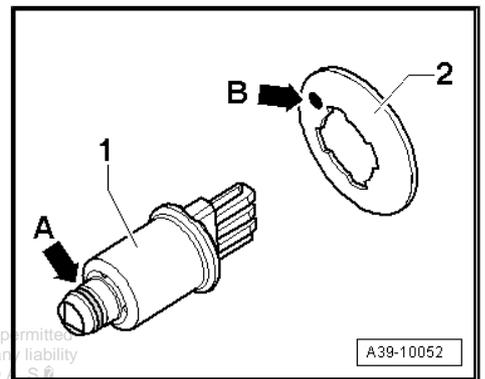
- Replace O-ring -arrow A- at pressure sensor.



Note

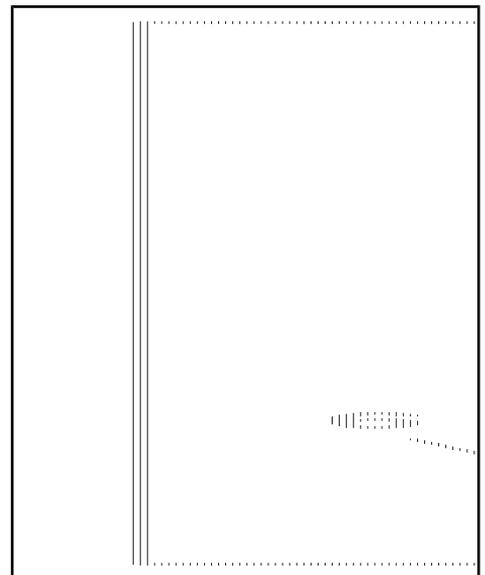
The marking -arrow B- on the curved side of the disc spring -2- points in the fitting position upwards and towards the pressure sensor -1-.

- Fit disc spring -2- with the curved side onto the pressure sensor -1-.



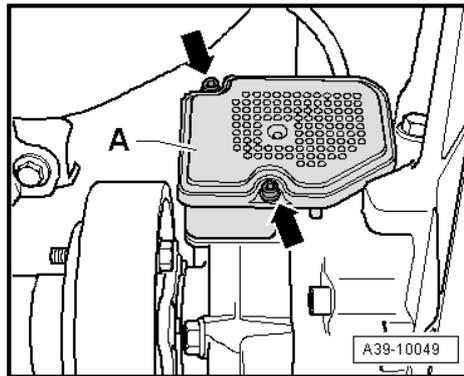
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- Fit new cover -5- onto the control unit -6-.
- Insert pressure sensor -4- with disc spring into the new cover -5- and press onto the plug connection. The curved side of the disc spring points towards the pressure sensor.
- Coat new gasket ring from pressure sensor -4- with high efficiency oil for Haldex coupling .
- Insert valve -1- into the new cover -5- and the control unit -6-. Press valve -1- onto the plug connection.
- Coat new gasket rings -2- and -3- with high efficiency oil for Haldex coupling .





- Carefully fit on control unit -A- and tighten screws -arrows- to tightening torque.
- Check oil level in the Haldex coupling ⇒ [page 518](#) .



Tightening torque

Component	Nm
Four-wheel drive control unit - J492-	⇒ page 477 Pos. 1

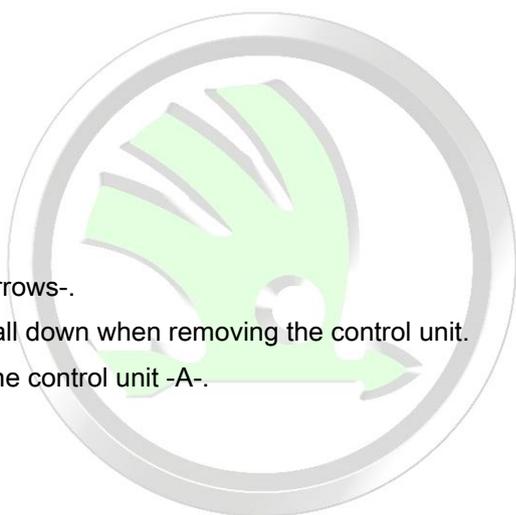
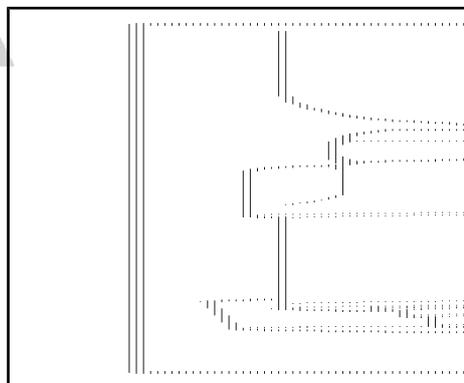
9.7 Removing and installing the four-wheel drive control unit - J492- (final drive "0BR" (Octavia II, Superb II and Yeti)

Special tools and workshop equipment required

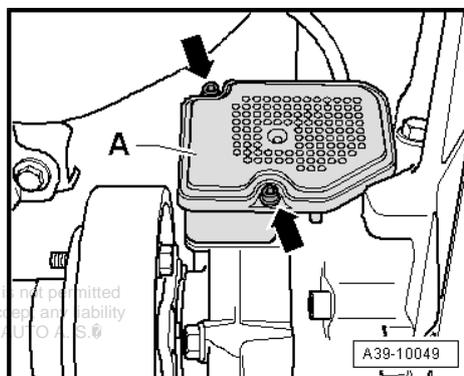
- ◆ Catch pan

9.7.1 Removing

- Switch off ignition.
- Separate plug connections -1- and -2- at the top of the control unit.
- Place catch pan under the final drive.

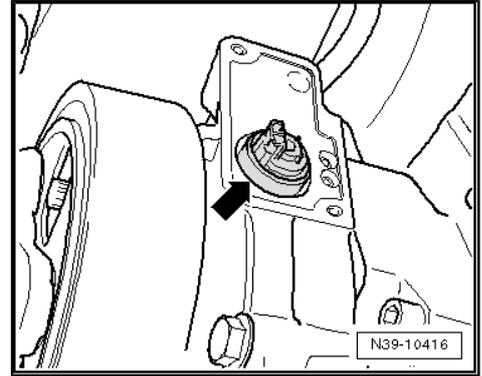


- Release screws -arrows-.
- Ensure that no parts fall down when removing the control unit.
- Carefully remove the control unit -A-.

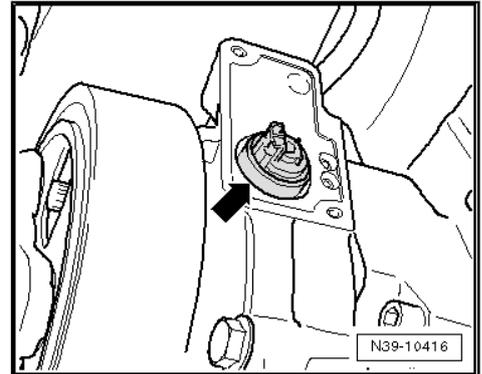


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- If necessary remove the cover ⇒ [Item 3 \(page 478\)](#) from the housing of the Haldex coupling, while doing so hold the valve -arrow-.



- Cover the control valve for opening degree of coupling - N373- -arrow- with a cloth. Carefully grip the valve body -arrow- with pliers and pull out the valve.



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9.7.2 Install

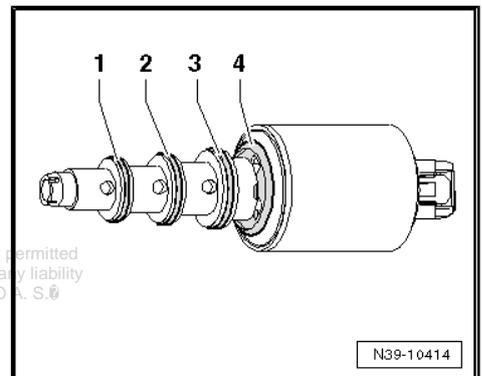
Installation is performed in the reverse order, pay attention to the following points:

- Replace gasket rings -1...4- ⇒ Electronic Catalogue of Original Parts .

i Note

The valve gasket rings have different inner diameters.

- ◆ Inside diameter of gasket ring -1- is 10 mm
- ◆ Inside diameter of gasket ring -2- is 11 mm
- ◆ Inside diameter of gasket ring -3- is 12 mm
- ◆ Gasket ring at valve body -4-

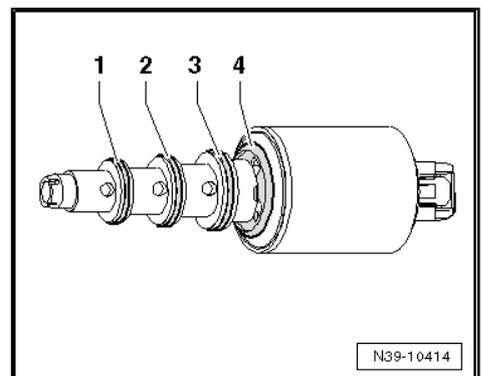


- First moisten the gasket ring -1- with high efficiency oil for Haldex coupling and position onto the control valve for opening degree of coupling - N373- .

Then mount the gasket rings -2...4-.

i Note

Press the centering lips (4 pieces) of the gasket ring -4- into the groove on the valve.





- Fit new cover -2- onto the control unit -1-.

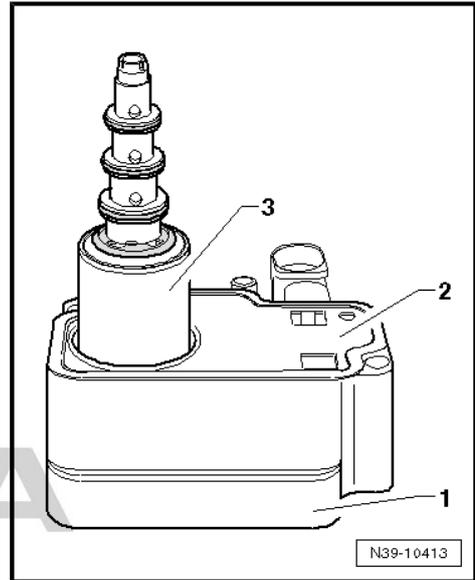
i Note

The cover only fits in one position.

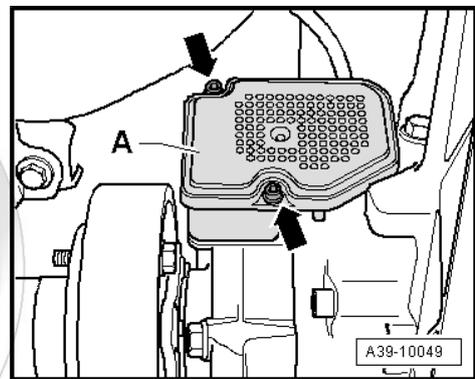
- Insert the control valve for opening degree of coupling - N373- into the control unit -1-.

i Note

The valve only fits in one position.



- Carefully fit on control unit -A- and tighten screws -arrows- to tightening torque.
- Check oil level in the Haldex coupling ⇒ [page 518](#).



Tightening torque

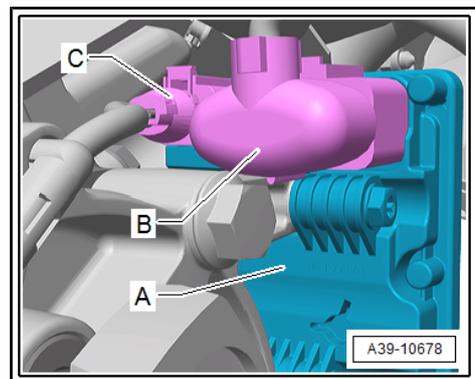
Component	Nm
Four-wheel drive control unit - J492-	⇒ page 478 Pos. 2

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9.8 Removing and installing four-wheel drive control unit - J492- (5th generation Haldex coupling) (Octavia III, Yeti as of 11.2013)

Removing

- Disconnect plug connections -B- and -C- from four-wheel drive control unit - J492- -A-.



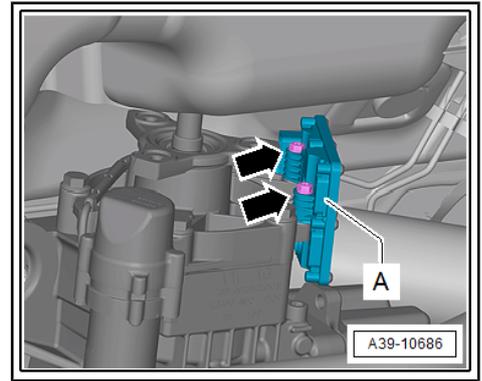
- Unscrew mounting screws -arrows- for four-wheel drive control unit -J492- and remove the control unit -A-.

Install

Installation is carried out in the reverse order.

Tightening torques

- ◆ Four-wheel drive control unit - J492- on Haldex coupling
⇒ [page 494](#) .



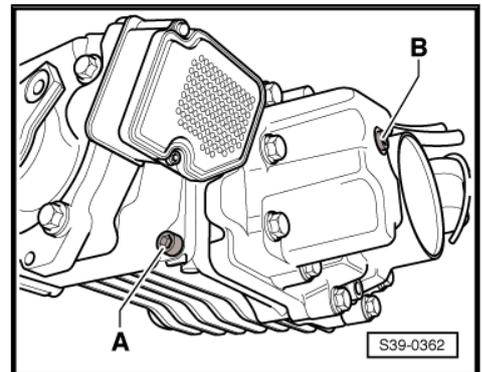
9.9 Removing and installing the pump for Haldex coupling (final drive "02D/0AV") (Octavia II)

Special tools and workshop equipment required

- ◆ Catch pan

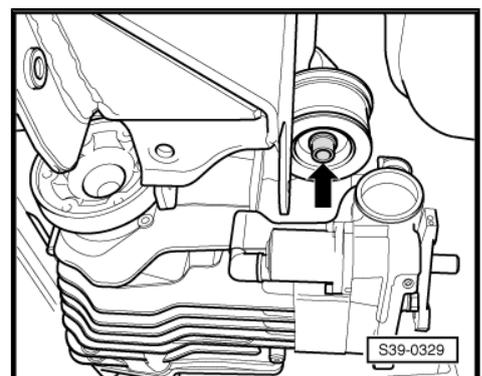
9.9.1 Removing

- Switch off ignition.
- Place catch pan under the final drive.
- Unscrew screw -B- for oil inspection.
- Unscrew oil drain plug -A- and completely drain high efficiency oil for Haldex coupling .
- Screw in new oil drain plug -A- using a new sealing ring and tighten to 30 Nm.



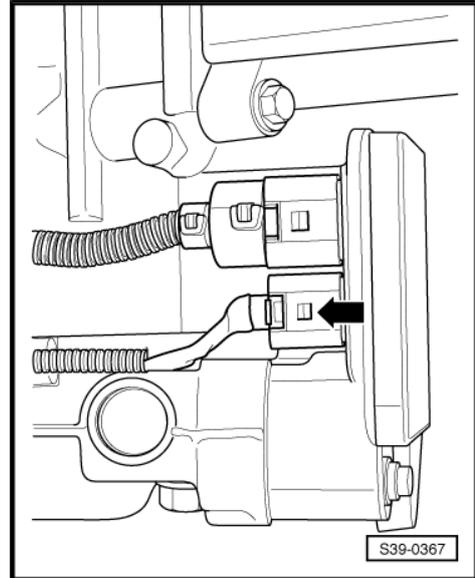
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- Slightly lower final drive, to do so the fixing screw must be released approx. 7 times at the front bracket-final drive.



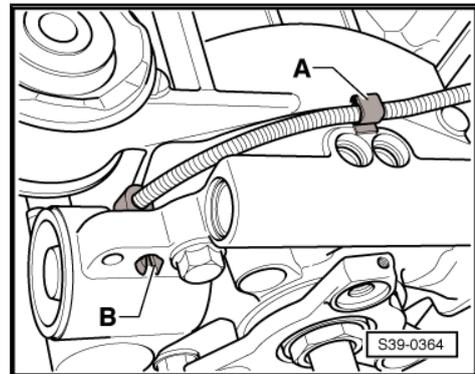


- Disconnect plug -arrow- for the pump from the control unit.

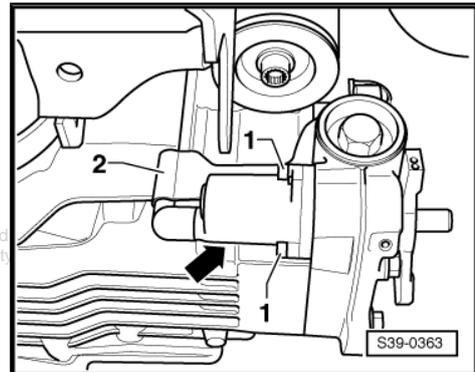


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- Pull out wiring loom together with the holder -A- from the housing and expose.
- Compress catch pegs -B- and push as far as possible into the housing hole.



- Screw out the fixing screws of the pump -1-.
- Pull pump -arrow- together with cable protection -2- out of the Haldex housing.

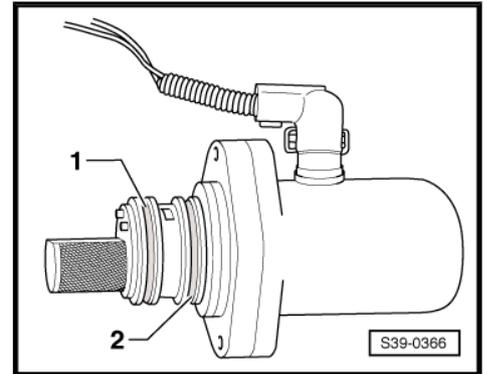


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9.9.2 Install

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

- Replace O-ring -1- and -2- ⇒ Electronic Catalogue of Original Parts .
- Coat O-rings -1- and -2- thinly with high efficiency oil for Haldex couplings .
- Fill up with high efficiency oil for Haldex coupling and check oil level in the Haldex coupling ⇒ [page 518](#) .



Tightening torques

Component	Nm
Pump to Haldex coupling	6
Oil check screw ²⁾	15
Oil drain plug ²⁾	30
Rear final drive to assembly carrier ¹	⇒ Chassis; Rep. gr. 42

1) Replace screws ⇒ Electronic Catalogue of Original Parts .

2) Replace screw with sealing ring ⇒ Electronic Catalogue of Original Parts .

9.10 Removing and installing pump for Haldex coupling (final drive "0BR" (Octavia II, Superb II and Yeti)

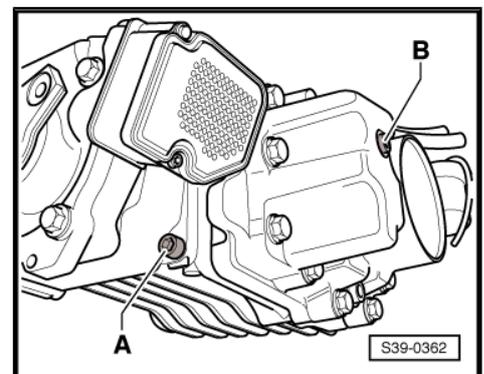
Special tools and workshop equipment required

- ◆ Catch pan

9.10.1 Removing

- Switch off ignition.
- Place catch pan under the final drive.
- Unscrew screw -B- for oil inspection.
- Unscrew oil drain plug -A- and completely drain high efficiency oil for Haldex coupling .
- Screw in new oil drain plug -A- and tighten to the prescribed tightening torque.

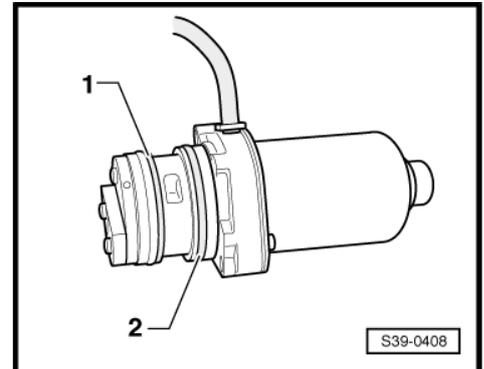
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9.10.2 Install

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

- Replace O-ring -1- and -2- ⇒ Electronic Catalogue of Original Parts .
- Coat O-rings -1- and -2- thinly with high efficiency oil for Haldex coupling .
- Fill up with high efficiency oil for Haldex coupling and check oil level in the Haldex coupling ⇒ [page 518](#) .



Tightening torques

Component	Nm
Pump to Haldex coupling	6
Oil check screw ²⁾	15
Oil drain plug ²⁾	30
Rear final drive to assembly carrier ¹⁾	⇒ Chassis; Rep. gr. 42

1) Replace screws ⇒ Electronic Catalogue of Original Parts .

2) Replace screw with sealing ring ⇒ Electronic Catalogue of Original Parts .

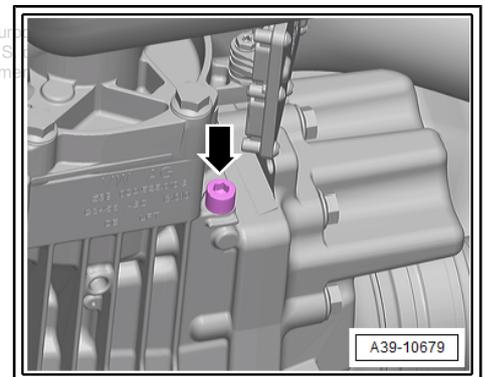
9.11 Removing and installing pump for Haldex coupling - V181- (5th generation Haldex coupling) (Octavia III, Yeti as of 11.2013)

Special tools and workshop equipment required

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

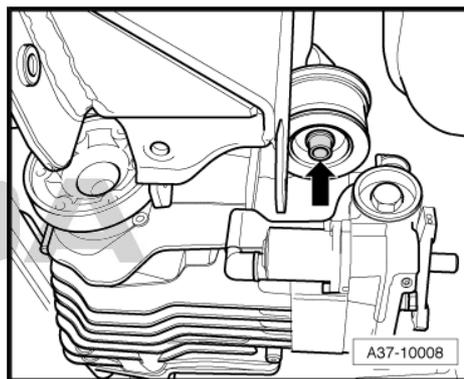
Removing

- Switch off ignition.
- Place old oil collecting and suction equipment - V.A.G 1782- under the separation point.
- Unscrew drain plug -arrow- and drain all high efficiency oil for Haldex couplings .
- Screw in new drain plug -arrow- with a new gasket ring.

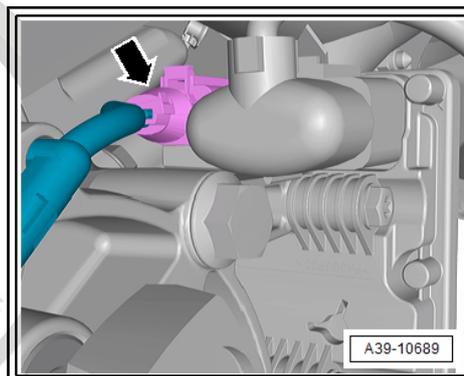




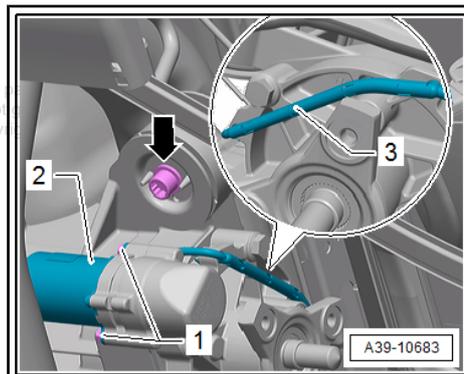
- Slightly lower the final drive; to do so, unscrew the fixing screw -arrow- from the front bracket of the final drive by approx. 7 turns.



- Disconnect the plug -arrow- of the pump for Haldex coupling from four-wheel drive control unit .



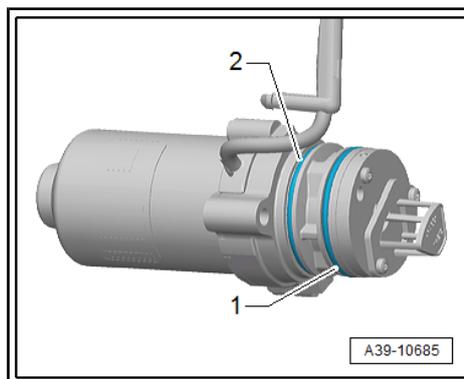
- Unclip electrical wiring harness -3- of the pump for Haldex coupling from the housing and expose.
- Hand-tighten the mounting screw -arrow- on the front bracket of the rear final drive.
- Place old oil collecting and suction equipment - V.A.G 1782- under the separation point.
- Unscrew screws -1- of the pump for Haldex coupling .
- Pump for Haldex coupling -2- draw from the Haldex housing.



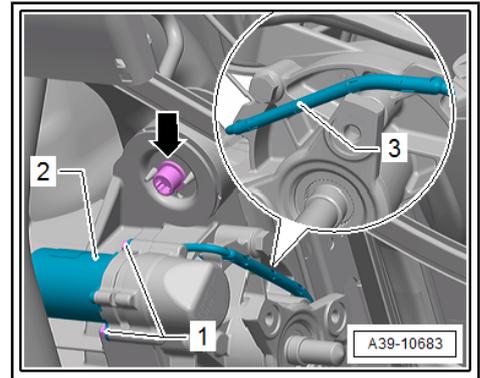
Install

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

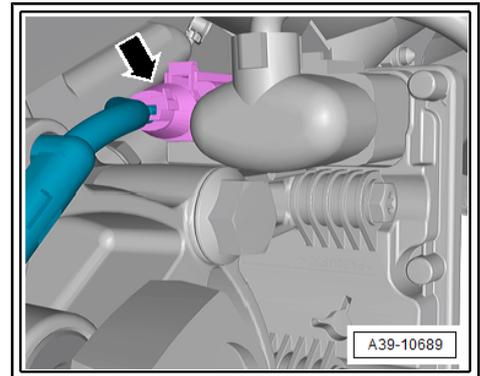
- Replace O-rings -1- and -2-.
- Coat O-rings -1- and -2- thinly with high efficiency oil for Haldex coupling .



- Push pump for Haldex coupling -2- up to the stop in the Haldex housing. Observe the correct routing of the electrical wiring harness -3-.
- Tighten screws -1-.
- Unscrew the fixing screw -arrow- from the front bracket of the final drive by approx. 7 turns.



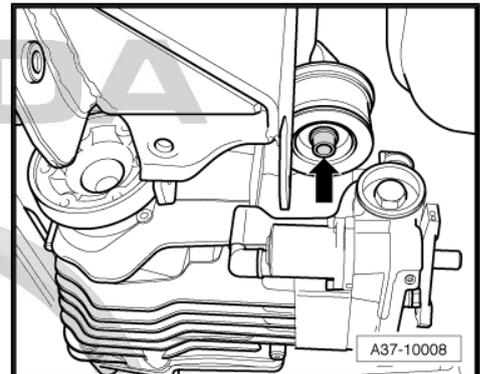
- Connect the plug -arrow- of the pump for Haldex coupling to four-wheel drive control unit .



- Secure rear final drive with new bolts -arrow- to the rear assembly carrier.
- Fill up with high efficiency oil for Haldex couplings and check oil level in the Haldex coupling ⇒ [page 522](#) .

Tightening torques

- ◆ Pump for Haldex coupling on Haldex coupling ⇒ [page 494](#) .
- ◆ Rear final drive to rear assembly carrier:
- ◆ Octavia III ⇒ [page 428](#) .
- ◆ Yeti ⇒ [page 426](#) .
- ◆ Drain plug and filler plug for high efficiency oil for Haldex coupling ⇒ [page 520](#) .





10 Removing and installing Haldex coupling

Summary of components - Haldex coupling (final drive "02D/0AV") (Octavia II) ⇒ [page 492](#) .

Summary of components - Haldex coupling (final drive "0BR") (Octavia II, Superb II and Yeti) ⇒ [page 493](#) .

Summary of components - 5th generation Haldex coupling (Octavia III, Yeti as of 11.2013) ⇒ [page 494](#) .

Removing and installing Haldex coupling (Octavia II, Superb II and Yeti) ⇒ [page 495](#) .

Removing and installing 5th generation Haldex coupling (Octavia III, Yeti as of 11.2013) ⇒ [page 501](#) .

10.1 Summary of components - Haldex coupling (final drive "02D/0AV") (Octavia II)

1 - 50 Nm

- 4 pieces

2 - Haldex coupling

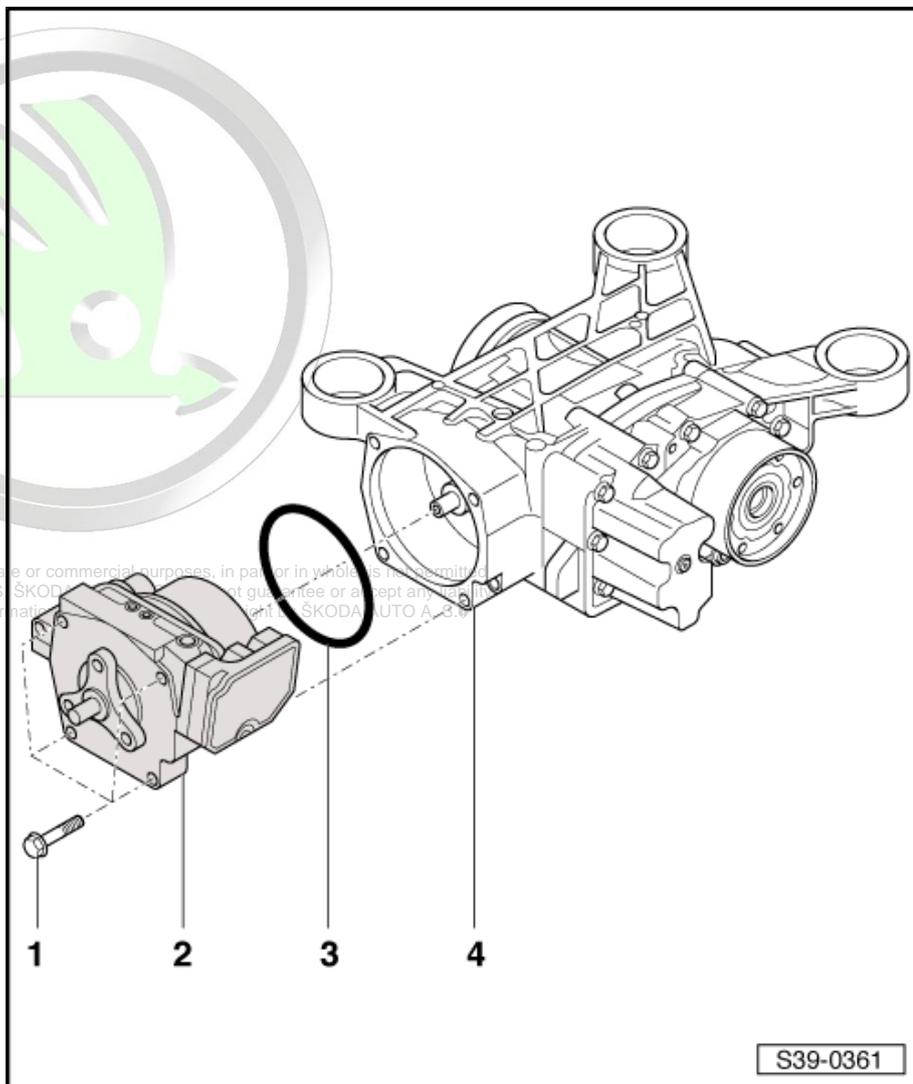
- with control unit
- removing and installing ⇒ [page 495](#)

3 - O-ring

- removing and installing ⇒ [page 495](#)
- always replace ⇒ Electronic Catalogue of Original Parts
- insert with high efficiency oil for Haldex couplings
- Oil specification ⇒ Electronic Catalogue of Original Parts

4 - Final drive

- removing and installing ⇒ [page 424](#)



S39-0361

10.2 Summary of components - Haldex coupling (final drive "0BR") (Octavia II, Superb II and Yeti)

1 - 50 Nm

- 4 pieces

2 - Haldex coupling

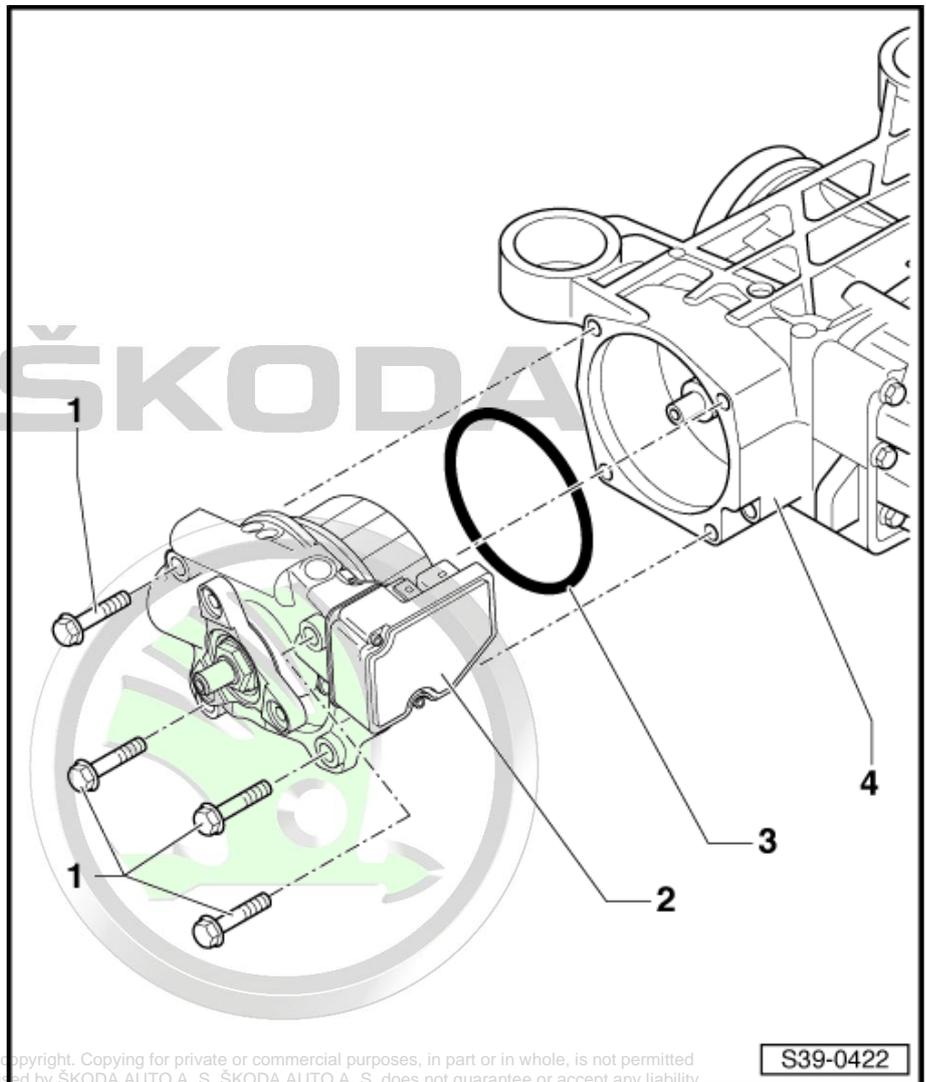
- with control unit
- removing and installing
⇒ [page 495](#)

3 - O-ring

- removing and installing
⇒ [page 495](#)
- always replace ⇒ Electronic Catalogue of Original Parts
- insert with high efficiency oil for Haldex couplings
- Oil specification ⇒ Electronic Catalogue of Original Parts

4 - Final drive

- removing and installing
⇒ [page 424](#)



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S39-0422



10.3 Summary of components - 5th generation Haldex coupling (Octavia III, Yeti as of 11.2013)

1 - O-ring

- replace
- coat with high efficiency oil for Haldex couplings before inserting

2 - Four-wheel drive control unit - J492-

- removing and installing ⇒ [page 484](#)

3 - Screw, 9.5 Nm

- 2 pieces

4 - Sealing ring

- for propshaft flange
- replace ⇒ [page 466](#)

5 - Propshaft flange

- removing and installing ⇒ [page 466](#)

6 - Nut, 210 Nm

- replace
- secure with locking agent - D 000 600-

7 - Screw, 50 Nm

- 4 pieces

8 - housing for Haldex coupling

- Removing and installing Haldex coupling ⇒ [page 501](#)

9 - O-ring

- 2 pieces
- Diameter 43.5 mm
- for pump for Haldex coupling - V181-
- replace
- coat with high efficiency oil for Haldex couplings before inserting

10 - Pump for Haldex coupling - V181-

- removing and installing ⇒ [page 489](#)

11 - Screw, 9.5 Nm

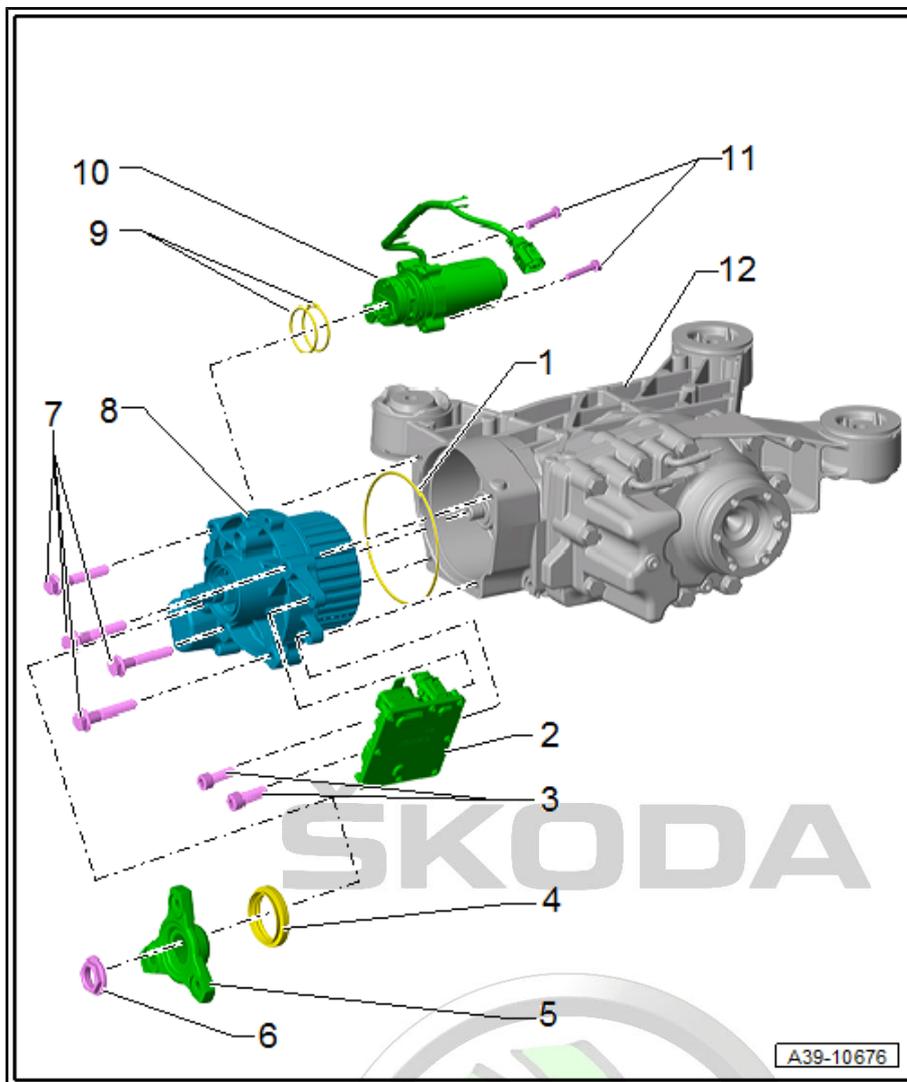
- 2 pieces

12 - Rear final drive

- removing and installing:

◆ Octavia III ⇒ [page 442](#)

◆ Yeti ⇒ [page 434](#)



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10.4 Removing and installing Haldex coupling (Octavia II, Superb II and Yeti)

Special tools and workshop equipment required

- ◆ Guide bars - T10093-
- ◆ Engine/gearbox jack , e.g. -V.A.G 1383A-
- ◆ Catch pan
- ◆ Counterholder - T10172-
- ◆ Adapter - T10172/5-
- Rear final drive is installed.

10.4.1 Removing

- Raise vehicle.
- Separate exhaust system at the clamping sleeve and remove bracket for the exhaust system from the assembly carrier ⇒ Engine; Rep. gr. 26 .
- Tie up pre-exhaust pipe.

Note

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

- Remove the rear part of the exhaust system as from the clamping sleeve ⇒ Engine; Rep. gr. 26 .
- Remove the heat shield below the propshaft.
- Remove pendulum support from gearbox, to do so release the bolts -arrow B- and -arrow C-.

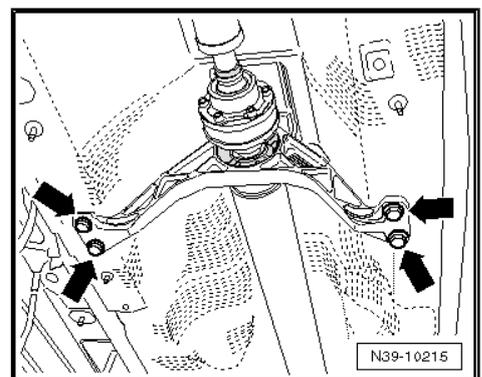
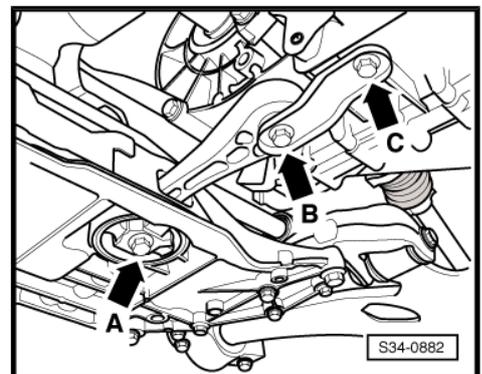
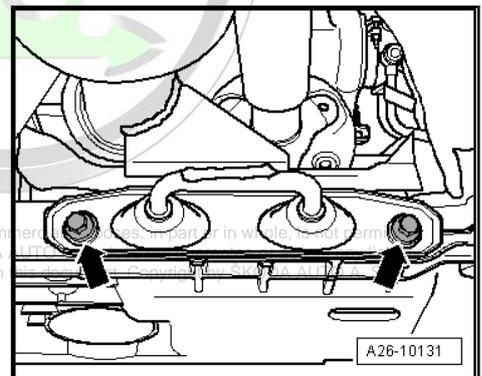
Note

Do not release screw -arrow A-.

For vehicles Superb II

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

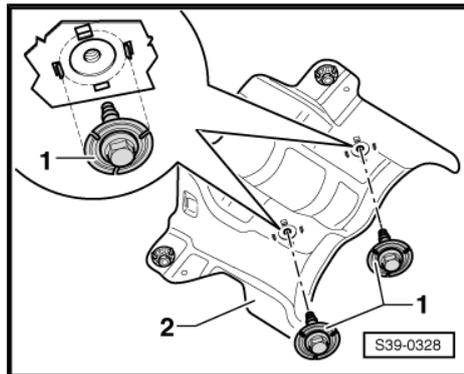
For vehicles Octavia II and Yeti



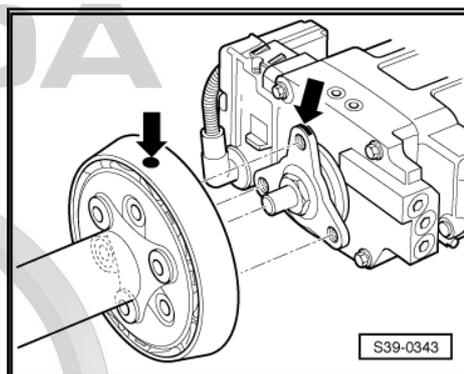


- Remove the heat shield -2- below the propshaft, to do so release the screws -1-.
- After removing the heat shield screw on again the intermediate bearing of the propshaft -arrow- with the screws -1- until the intermediate bearing can be moved.

Vehicles with rear final drive "02D/0AV" (Octavia II)

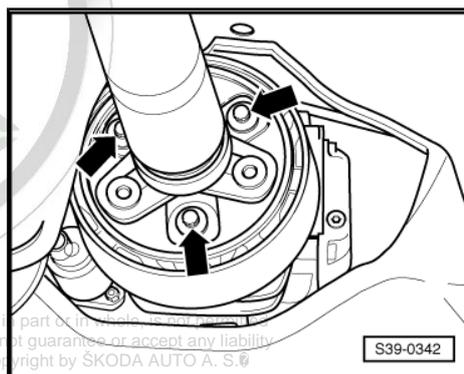


- Check, if a marking (colour point) is present on the flexible disk/oscillation damper and at the flange on the Haldex coupling -arrows-. If not, mark the position of the flexible disk and the flange on the Haldex coupling to each other -arrows-.



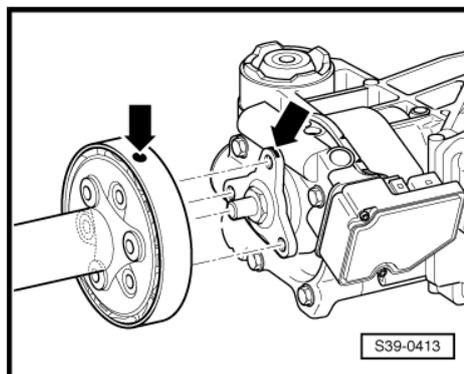
- Unscrew propshaft with flexible disk and oscillation damper from rear final drive -arrows-.

Vehicles with rear final drive "0BR"



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- Check, if a marking (colour point) is present on the flexible disk/oscillation damper and at the flange on the Haldex coupling -arrows-. If not, mark the position of the flexible disk and the flange on the Haldex coupling to each other -arrows-.

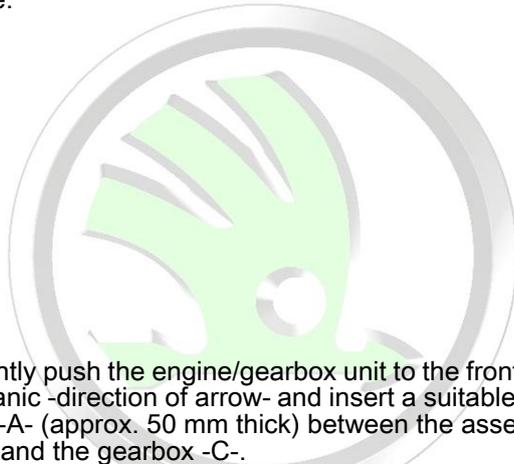


- Unscrew propshaft with flexible disk and oscillation damper from rear final drive -arrows-.

For all vehicles

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

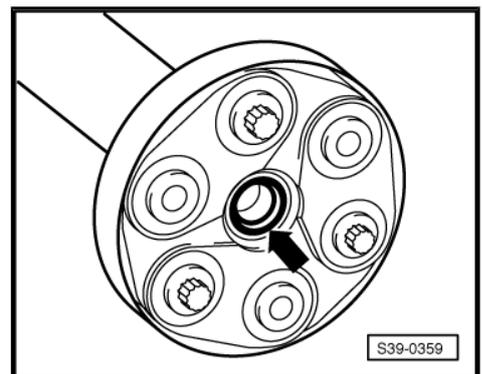
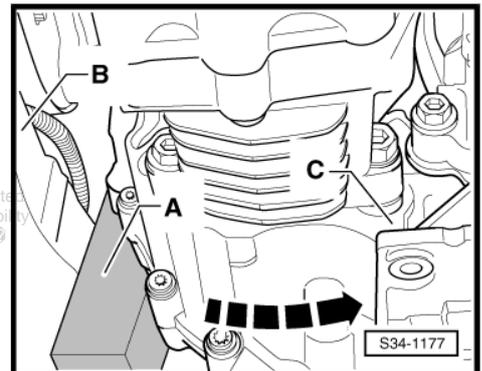
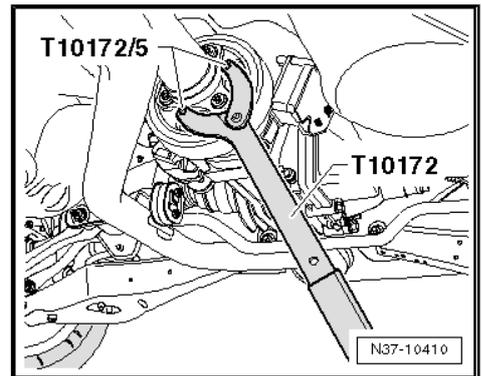
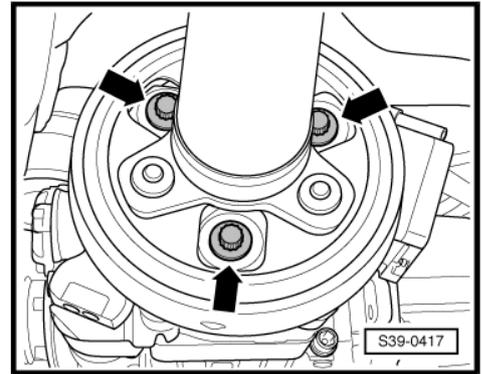


- Subsequently push the engine/gearbox unit to the front with a 2nd mechanic -direction of arrow- and insert a suitable wooden wedge -A- (approx. 50 mm thick) between the assembly carrier -B- and the gearbox -C-.
- While doing so, remove the propshaft from the flange at the Haldex coupling (centering stud) on the rear final drive.

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i Note

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

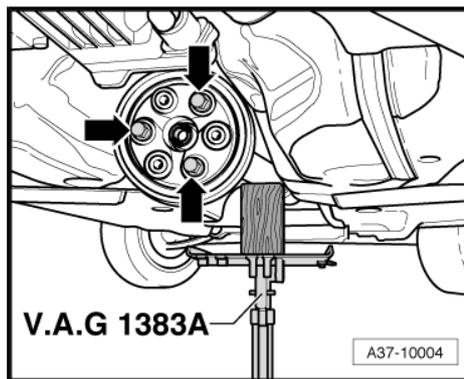


- Support propshaft with engine/gearbox jack , e.g. -V.A.G 1383A - .

Vehicles - "two-piece" propshaft

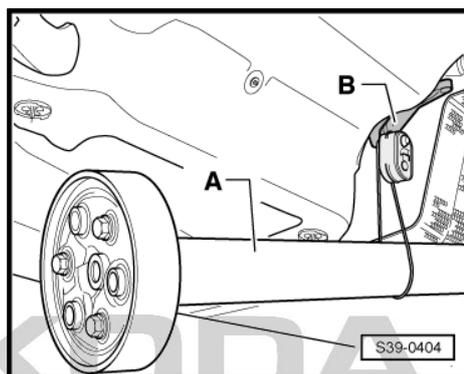
- If necessary remove flexible disk from the propshaft -arrows-.

Vehicles - "one-piece" propshaft

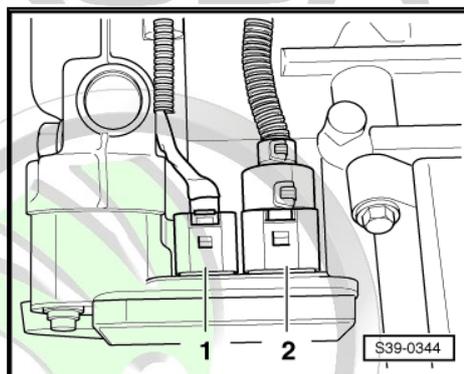


- Tie up the rear part of the propshaft -A- for the suspension -B- of the exhaust gas system.

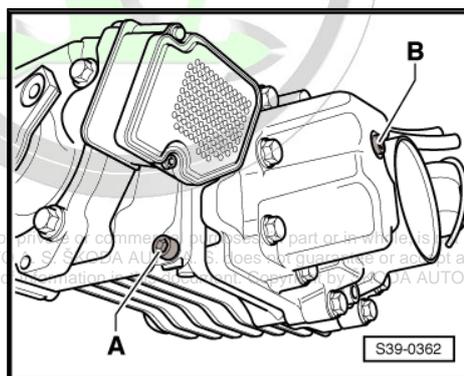
For all vehicles



- Disconnect plug connection -2-.
- Place catch pan under the final drive.

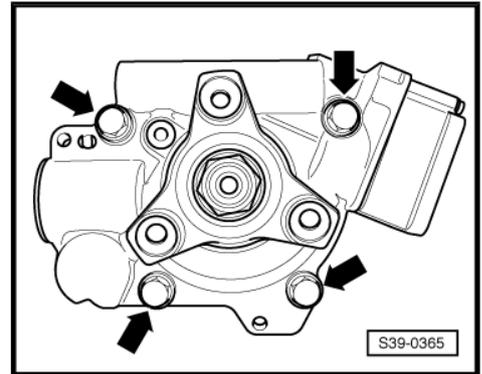


- Unscrew screw -B- for oil inspection.
- Unscrew oil drain plug -A- and completely drain high efficiency oil for Haldex coupling .
- Screw in new oil drain plug -A- using a new sealing ring and tighten to tightening torque.

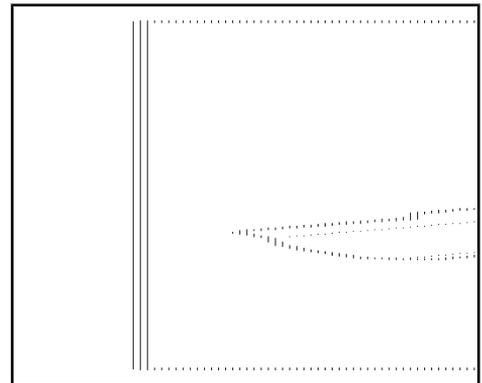


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- Release fixing screws -arrows- and pull Haldex coupling out of the rear final drive.



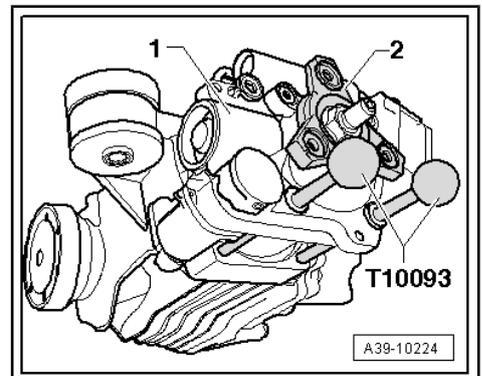
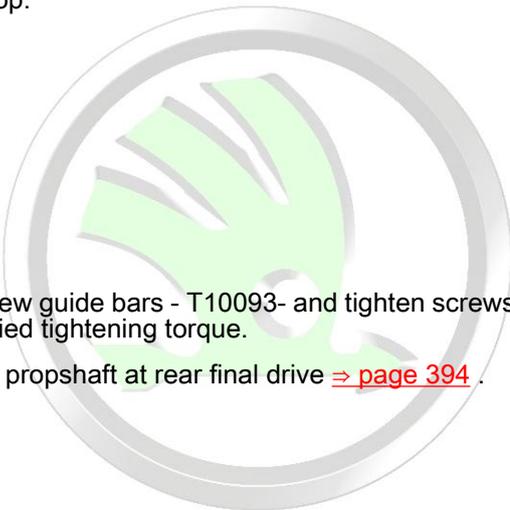
- Remove the previously installed O-ring -arrow- from the Haldex coupling.



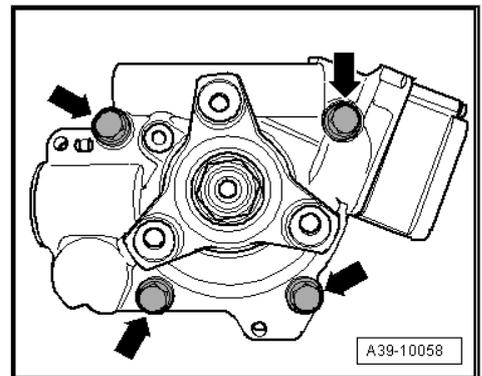
10.4.2 Install

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

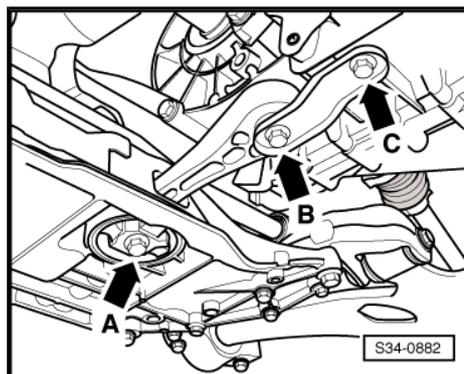
- Insert new O-ring and slightly oil with high efficiency oil for Haldex couplings => [page 493](#) Pos. 3.
- Insert Haldex coupling -1- into the rear final drive. Screw in guide bars - T10093- for precise guidance.
- Turn at flange/propshaft -2- and insert Haldex coupling up to the stop.



- Unscrew guide bars - T10093- and tighten screws -arrows- to specified tightening torque.
- Install propshaft at rear final drive => [page 394](#) .



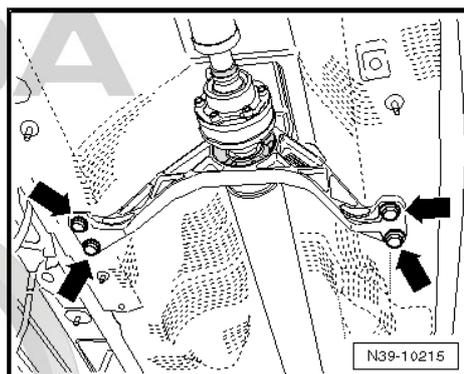
- Tighten the pendulum support with »new« screws -screws B and C- at the gearbox. Tightening torques ⇒ Engine; Rep. gr. 10 .
- Align intermediate bearing free of stress and tighten. Tightening torque ⇒ [page 415](#) .



For vehicles Superb II

- Install the heat shield below the propshaft.

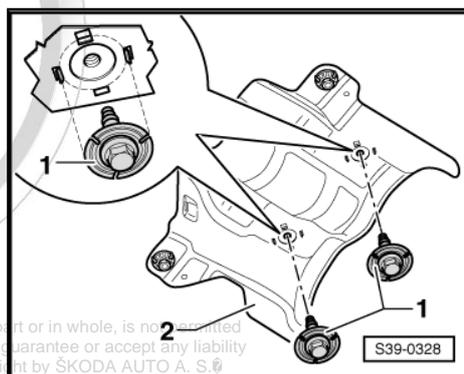
For vehicles Octavia II and Yeti



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

For all vehicles

- Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26 .
- Fill up with high efficiency oil for Haldex coupling and check oil level in the Haldex coupling ⇒ [page 518](#) .



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Tightening torques Octavia II

Component	Nm
Oil check screw ¹⁾	15
Oil drain plug ¹⁾	30
Flexible disk at propshaft (two-piece propshaft)	⇒ page 415
Propshaft to rear final drive	⇒ page 415
Haldex coupling to rear final drive	Pos. 1 ⇒ page 492 , or ⇒ page 493

¹⁾ Replace screw with sealing ring ⇒ Electronic Catalogue of Original Parts .

Tightening torques Superb II and Yeti

Component	Nm
Oil check screw ¹⁾	15
Oil drain plug ¹⁾	30
Propshaft to rear final drive	⇒ page 415

Component	Nm
Haldex coupling to rear final drive	⇒ page 493 Pos.1

1) Replace screw with sealing ring ⇒ Electronic Catalogue of Original Parts .

10.5 Removing and installing 5th generation Haldex coupling (Octavia III, Yeti as of 11.2013)

Rear final drive is installed.

Special tools and workshop equipment required

- ◆ Guide bars - T10093-
- ◆ Counterholder - T10172- with adapters - T10172/5-
- ◆ Old oil collecting and suction equipment - V.A.G 1782-



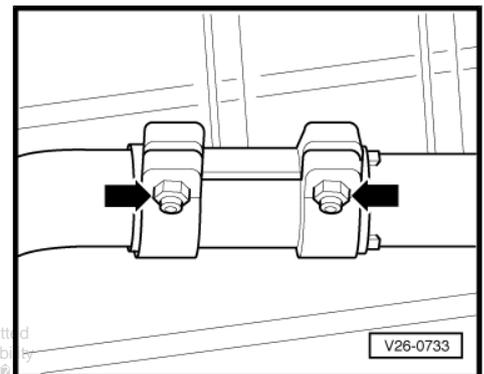
Caution

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

- ◆ *The decoupling element should not be bent by more than 10° - risk of damage.*
- ◆ *Do not load the decoupling element with tensile stress.*
- ◆ *Do not damage wire mesh on decoupling element.*

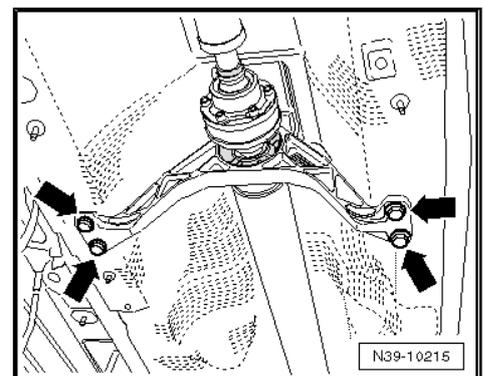
Removing

- Loosen nuts of clamping sleeve -arrow- and slide it backwards.
- Tie pre-exhaust pipe to the underfloor.
- Remove middle and rear part of exhaust system ⇒ Engine; Rep. gr. 26 .



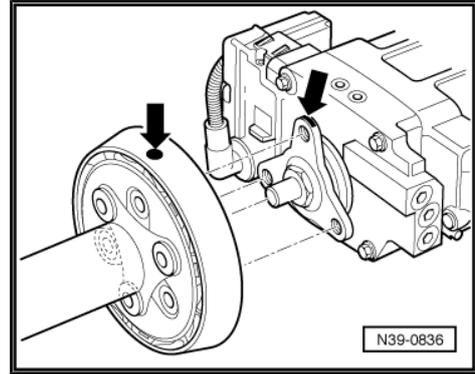
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- Only loosen screws -arrows- for guide bearing of propshaft, do not remove.

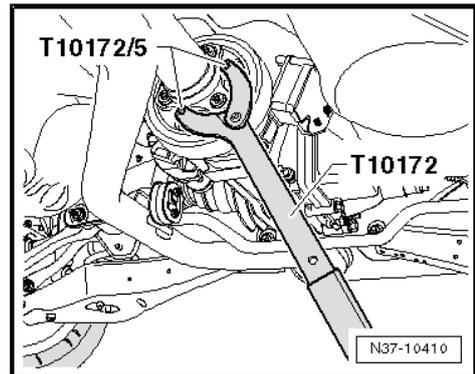




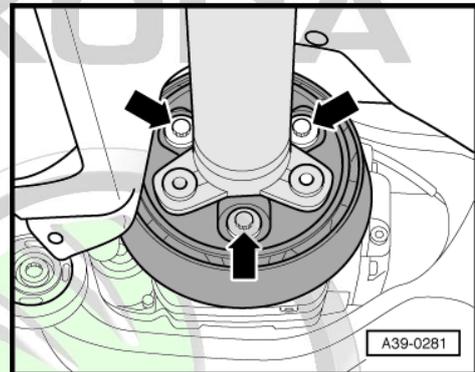
- Check if there are assembly markings (coloured points) on the flexible disk and on the propshaft flange on the rear final drive -arrows-.
- If there are no markings, mark the mutual positions of the flexible disk and the propshaft flange on the rear final drive.



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



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

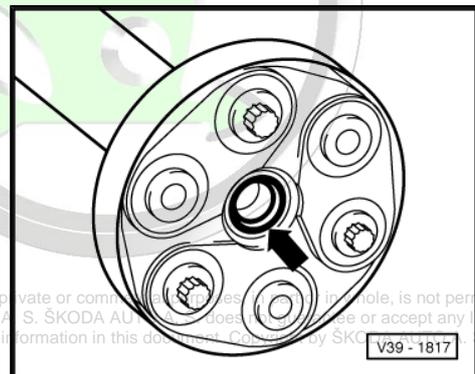


- Pull off the propshaft from the centering stud on the rear final drive, pressing the prop slightly forward.

 **Caution**

Risk of damage to the gasket ring -arrow- on the flange of the propshaft.

◆ *Pull off propshaft horizontally from centering stud.*

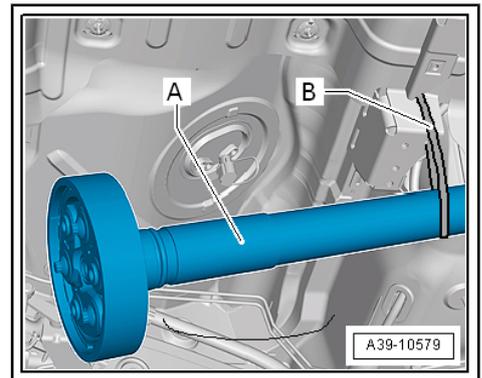
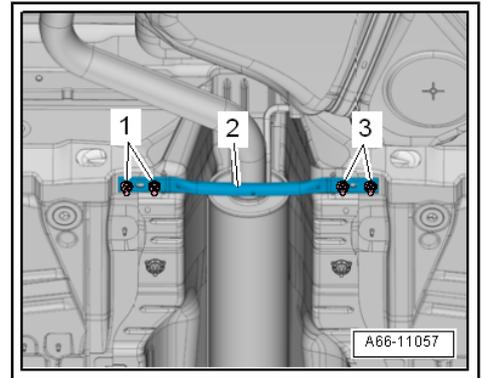
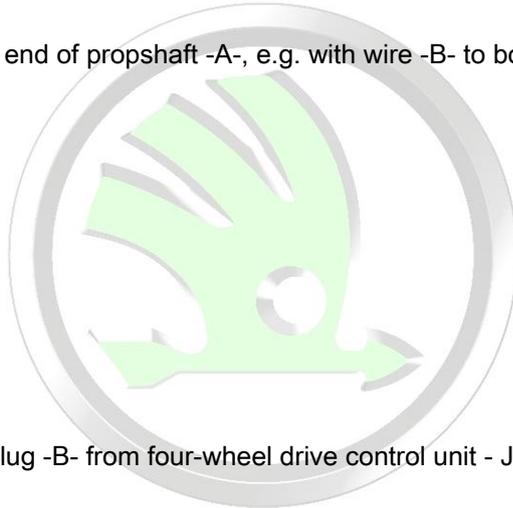


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- Remove rear tunnel bridge -2- ⇒ Body work; Rep. gr. 66 .

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- Then tie rear end of propshaft -A-, e.g. with wire -B- to body.



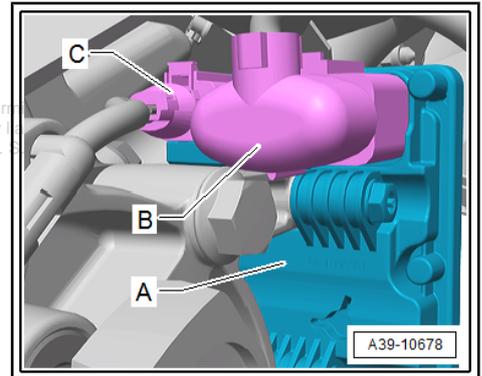
- Disconnect plug -B- from four-wheel drive control unit - J492-
-A-.



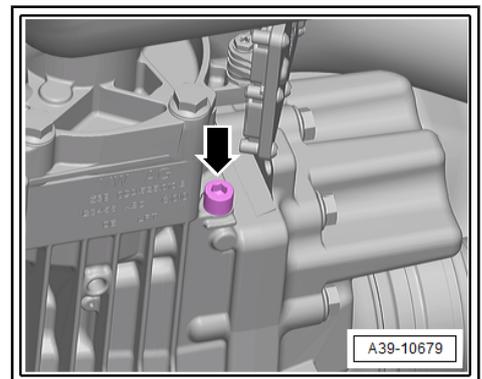
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Do not disconnect plug connection -C-.

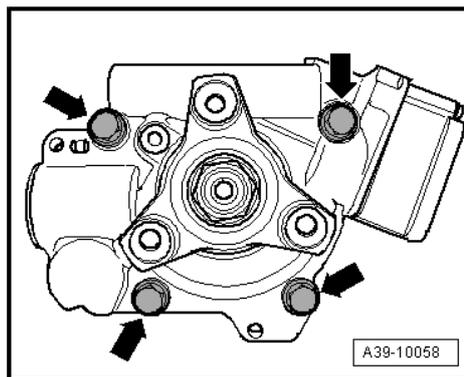
- Place old oil collecting and suction equipment - V.A.G 1782-
under the Haldex coupling.



- Unscrew drain plug -arrow- and drain all high efficiency oil for
Haldex couplings .
- Screw in new drain plug -arrow- with a new gasket ring.



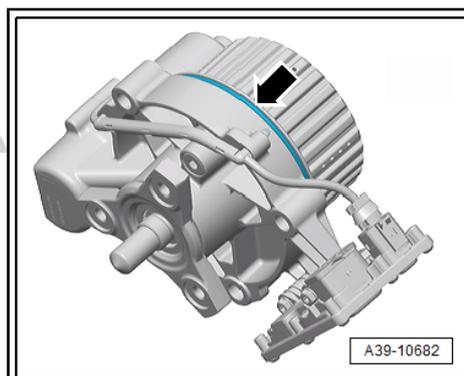
- Release fixing screws -arrows- and pull Haldex coupling out of the rear final drive.



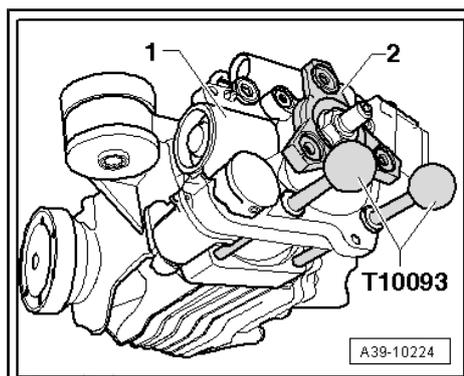
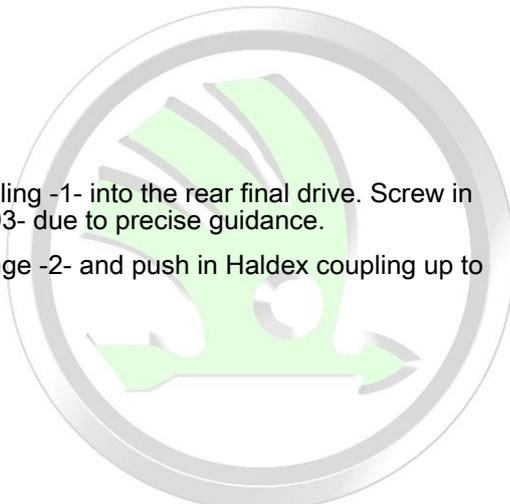
Install

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

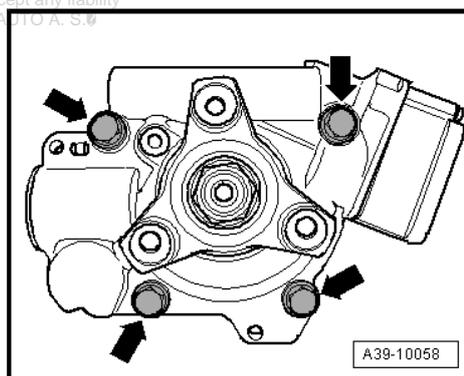
- Remove the previous O-ring -arrow- from the Haldex coupling.
- Insert new O-ring -arrow- and lightly oil with high efficiency oil for Haldex couplings .



- Insert Haldex coupling -1- into the rear final drive. Screw in guide rods - T10093- due to precise guidance.
- Turn propshaft flange -2- and push in Haldex coupling up to the stop.



- Tighten screws -arrows- to tightening torque ⇒ [page 494](#) .



– Connect plug -B- to four-wheel drive control unit - J492- -A-.
Plug connection -C- must also be connected.

– Install propshaft to rear final drive:

◆ Octavia III ⇒ [page 405](#) .

◆ Yeti ⇒ [page 398](#) .

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

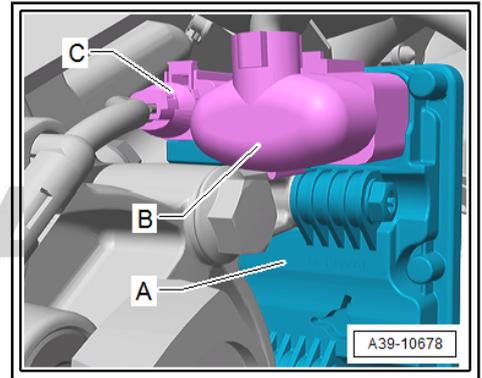
– Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26 .

– Fill up with high efficiency oil for Haldex couplings and check oil level in the Haldex coupling ⇒ [page 522](#) .

Tightening torques

◆ Haldex coupling on final drive ⇒ [page 494](#) .

◆ Fill and drain plug for Haldex coupling ⇒ [page 520](#) .



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11 Disassembling and assembling Haldex coupling (Octavia II, Superb II and Yeti)

Summary of components - Disassembling and assembling "2nd generation Haldex coupling" (final drive "02D/0AV") (Octavia II) ⇒ [page 506](#) .

Summary of components - Disassembling and assembling "4th generation Haldex coupling" (final drive "0BR") (Octavia II, Superb and II Yeti) ⇒ [page 508](#) .

Replacing grooved ball bearing for Haldex coupling (final drive "02D/0AV") (Octavia II) ⇒ [page 510](#) .

Removing and installing oil filter for Haldex coupling (final drive "02D/0AV") (Octavia II) ⇒ [page 516](#) .

11.1 Summary of components - Disassembling and assembling "Haldex coupling of the 2nd generation" (final drive "02D/0AV") (Octavia II)

1 - Plate clutch

- Structure of the plate clutch ⇒ [page 508](#)
- removing and installing ⇒ [page 510](#)

2 - 6 Nm

3 - Pump for Haldex coupling - V181-

- removing and installing ⇒ [page 485](#)

4 - O-ring

- Diameter 32 mm
- for pump for Haldex coupling - V181-
- moisten with high efficiency oil for Haldex coupling and insert
- always replace ⇒ Electronic Catalogue of Original Parts

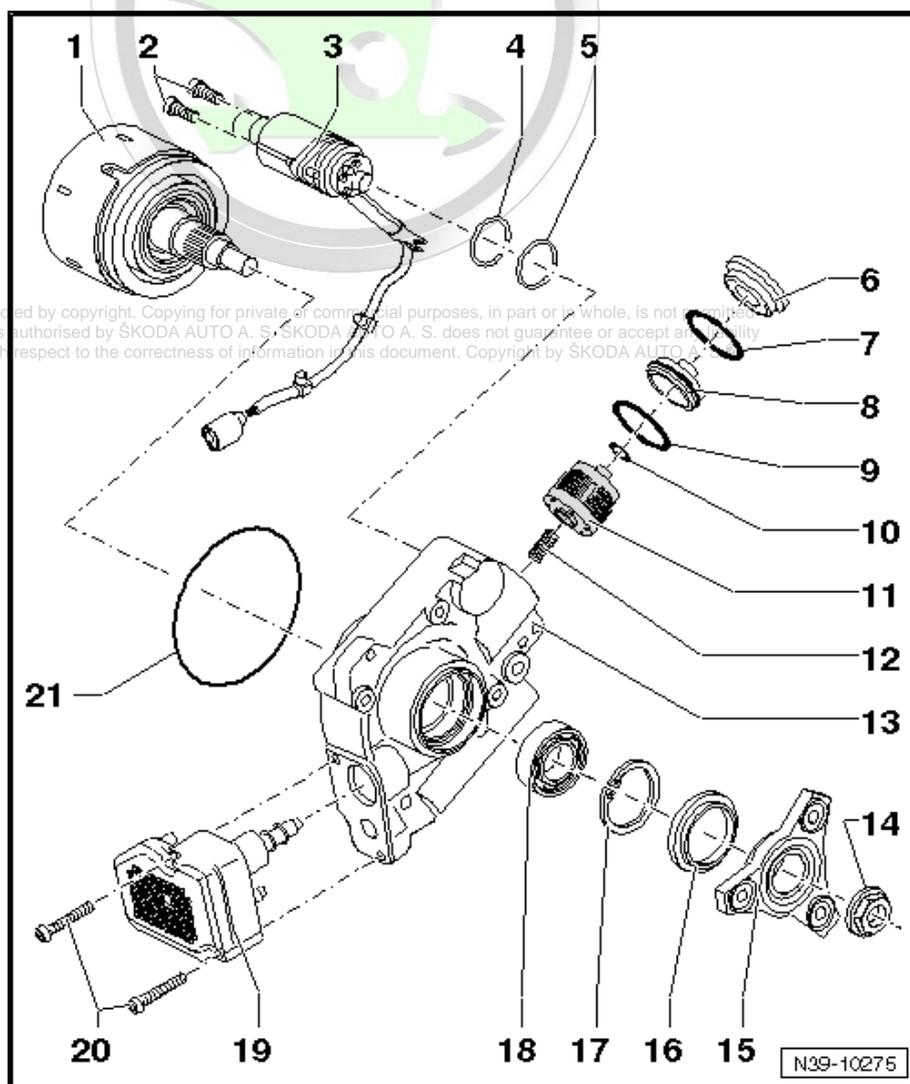
5 - O-ring

- Diameter 30 mm
- for pump for Haldex coupling - V181-
- moisten with high efficiency oil for Haldex coupling and insert
- always replace ⇒ Electronic Catalogue of Original Parts

6 - Screw cap, 35 Nm

7 - O-ring

- for cap
- moisten with high efficiency oil for Haldex coupling and insert
- always replace ⇒ Electronic Catalogue of Original Parts



8 - Oil filter carrier

9 - O-ring

- for oil filter carrier
- moisten with high efficiency oil for Haldex coupling and insert
- always replace ⇒ Electronic Catalogue of Original Parts

10 - O-ring

- for the oil filter
- moisten with high efficiency oil for Haldex coupling and insert
- always replace ⇒ Electronic Catalogue of Original Parts

11 - Oil filter

- for Haldex coupling
- removing and installing ⇒ [page 516](#)

12 - Spring

13 - housing for Haldex coupling

- removing and installing complete Haldex coupling ⇒ [page 492](#)
- remove from plate clutch ⇒ [page 510](#)

14 - Nut, 210 Nm

- replace ⇒ Electronic Catalogue of Original Parts
- secure with locking agent - D 000 600-

15 - Flange for propshaft

- removing and installing ⇒ [page 460](#)

16 - Gasket ring for flange of propshaft

replace ⇒ [page 460](#)

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17 - Circlip

18 - Ball bearing

- removing and installing ⇒ [page 510](#)

19 - Four-wheel drive control unit - J492-

- with control valve of opening degree of coupling - N373-
- with oil level and oil temperature sender - G437-
- removing and installing ⇒ [page 479](#)

20 - 6 Nm

21 - O-ring

- moisten with high efficiency oil for Haldex coupling and insert
- always replace ⇒ Electronic Catalogue of Original Parts



Structure of the plate clutch

1 - Plate clutch

Plates cannot be removed.

2 - Outer rollers

3 pieces

3 - Castors

3 pieces

Fitting position: Roller points to the outside.

4 - Castors

3 pieces

Fitting position: Roller points to the inside.

5 - Axial needle bearing

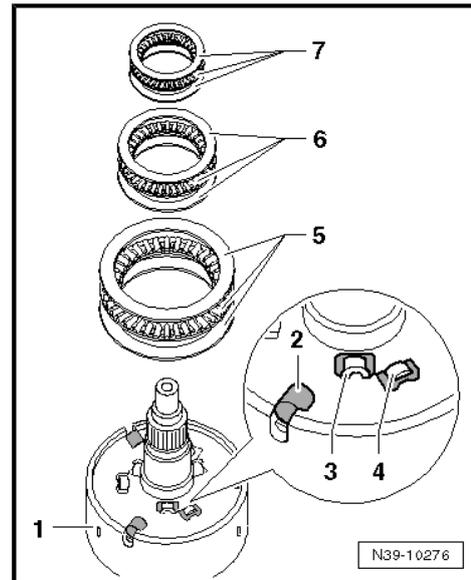
The thick washer points to the plate clutch -1-.

6 - Axial needle bearing

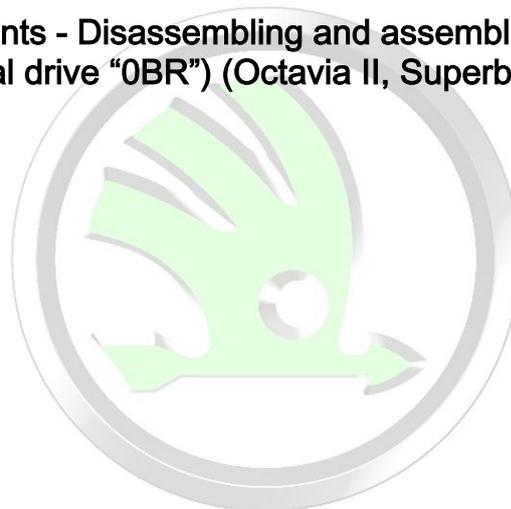
The thick washer points to the plate clutch -1-.

7 - Axial needle bearing

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



11.2 Summary of components - Disassembling and assembling “4th generation Haldex coupling ” (final drive “0BR”) (Octavia II, Superb II and Yeti)



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1 - O-ring

- moisten with high efficiency oil for Haldex coupling and insert
- always replace ⇒ Electronic Catalogue of Original Parts

2 - housing for Haldex coupling

- Removing and installing Haldex coupling completely ⇒ [page 495](#)

3 - Four-wheel drive control unit - J492-

- with control valve of opening degree of coupling - N373-
- removing and installing ⇒ [page 482](#)

4 - 6 Nm

5 - Gasket ring for flange of propshaft

- removing and installing ⇒ [page 460](#)

6 - Flange for propshaft

- removing and installing ⇒ [page 460](#)

7 - Nut, 210 Nm

- replace ⇒ Electronic Catalogue of Original Parts
- secure with locking agent - D 000 600-

8 - 50 Nm

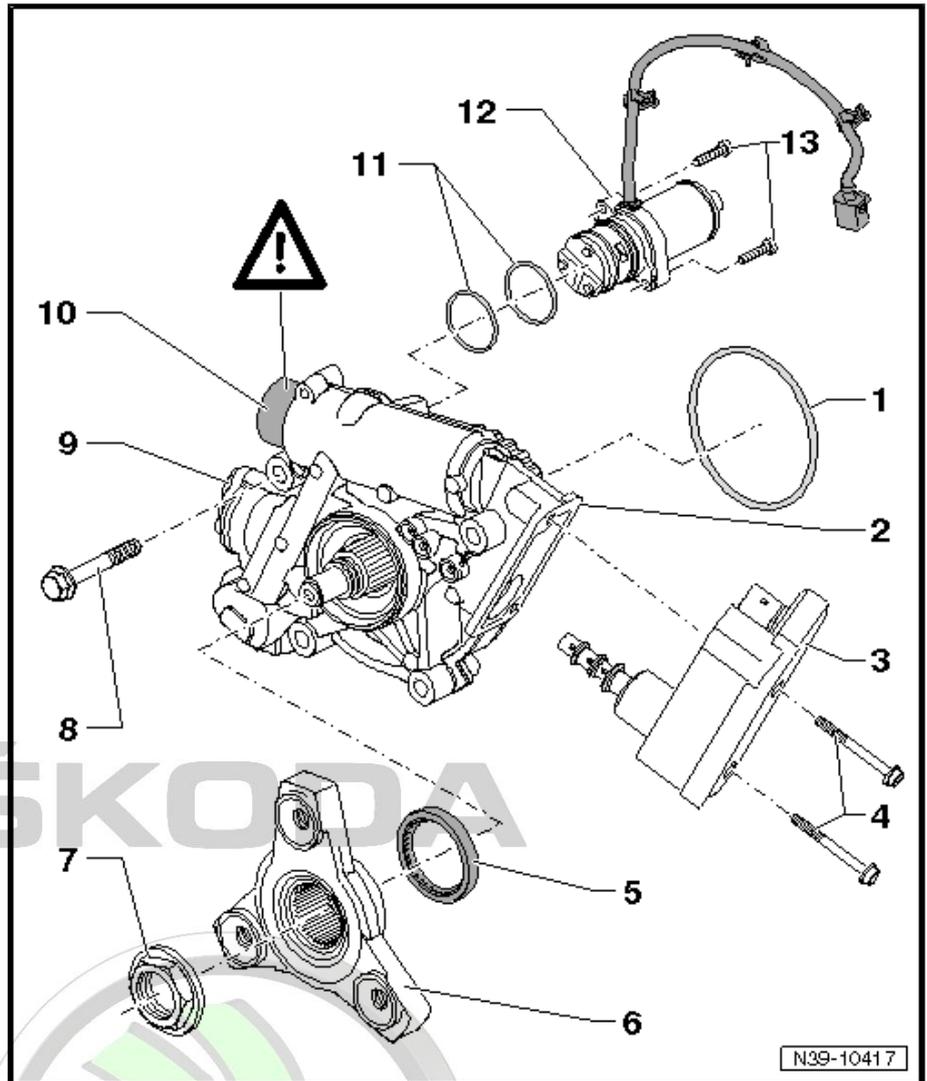
- 4 pieces
- for housing of Haldex coupling Pos. 2 to rear final drive

9 - Cover

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

10 - Cover

- for pressure tank



WARNING

The cover must never be opened, risk of injuries!

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11 - O-ring

- 2 pieces
- Diameter 34 mm
- for pump for Haldex coupling - V181-
- moisten with high efficiency oil for Haldex coupling and insert
- always replace ⇒ Electronic Catalogue of Original Parts



12 - Pump for Haldex coupling - V181-

- removing and installing ⇒ [page 487](#)

13 - 6 Nm

11.3 Replacing grooved ball bearing for Haldex coupling (final drive "02D/0AV") (Octavia II)

Special tools and workshop equipment required

- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Pipe section - MP3-409 (VW 418 A)-
- ◆ Thrust piece - MP3-411 (VW 454)-
- ◆ Ejection lever - MP3-418 (VW 681)-
- ◆ Thrust piece - MP3-453 (VW 431)-
- ◆ Thrust piece - T10019-
- ◆ Assembly device - T10030-
- ◆ Tensioning strap - T10038-
- ◆ Counterholder - T30004 (3415)-
- ◆ Knock-in bushing - T30034 (41 - 501)-
- ◆ Pipe - T30055 (3296)-
- ◆ Engine/gearbox jack - V.A.G 1383 A-
- ◆ Extractor , e.g. -Kukko 12/1-
- ◆ Two-arm extractor , e.g. -Kukko 20/10-
- ◆ Catch pan
- ◆ Locking agent - D 000 600-
- ◆ Counterholder - T10172-
- ◆ Adapter - T10172/5-
- ◆ Allan screw M8 x 15
- ◆ Bolt M10 x 25

11.3.1 Removing

- Raise vehicle.

- Separate exhaust system at the clamping sleeve and remove bracket for the exhaust system from the assembly carrier => Engine; Rep. gr. 26 .
- Tie up pre-exhaust pipe.

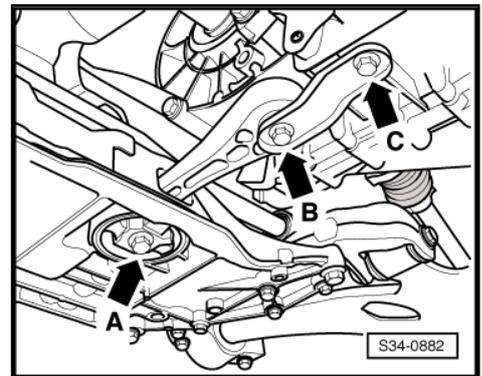
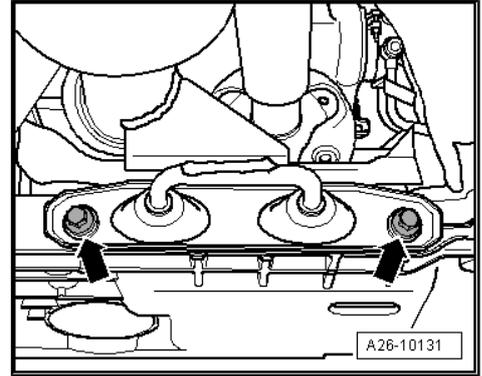
i Note

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

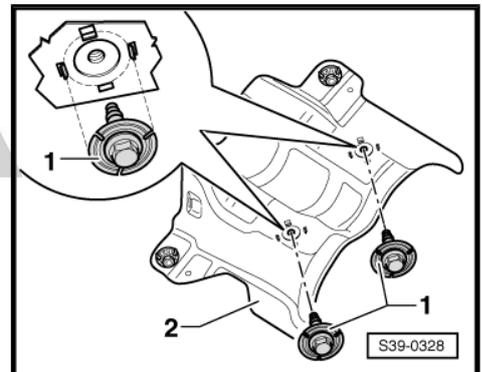
- Remove the rear part of the exhaust system as from the clamping sleeve => Engine; Rep. gr. 26 .
- Remove the heat shield below the propshaft.
- Remove pendulum support from gearbox, to do so release the bolts -arrow B- and -arrow C-.

i Note

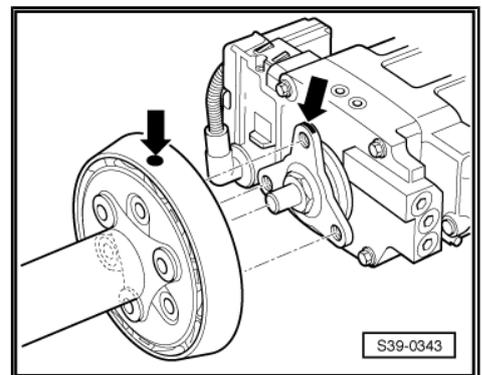
Do not release screw -arrow A-.



- Remove the heat shield -2- below the propshaft, to do so release the screws -1-.
- After removing the heat shield screw on again the intermediate bearing of the propshaft -arrow- with the screws -1- until the intermediate bearing can be moved.

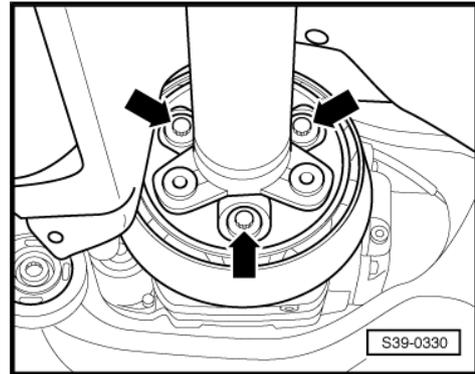


- Check, if a marking (colour point) is present on the flexible disk/oscillation damper and at the flange on the Haldex coupling -arrows-. If not, mark the position of the flexible disk and the flange on the Haldex coupling to each other -arrows-.

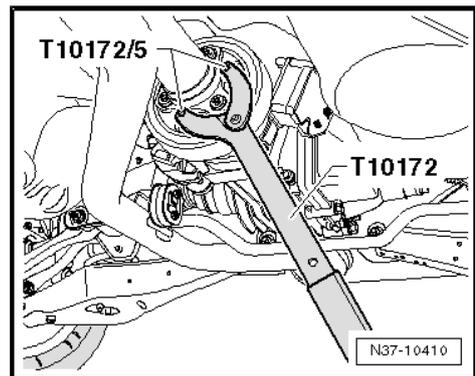




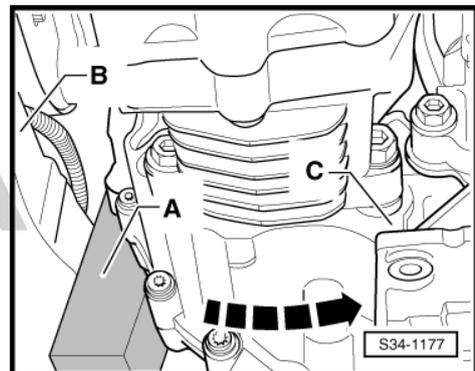
- Unscrew propshaft with flexible disk and oscillation damper from rear final drive -arrows-.



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

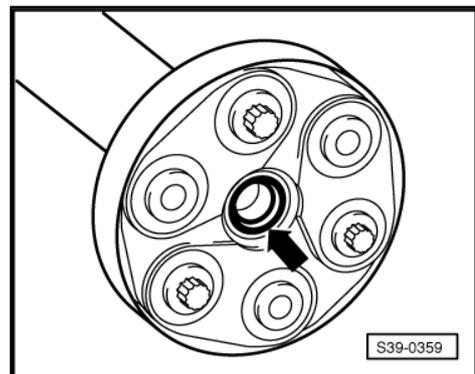
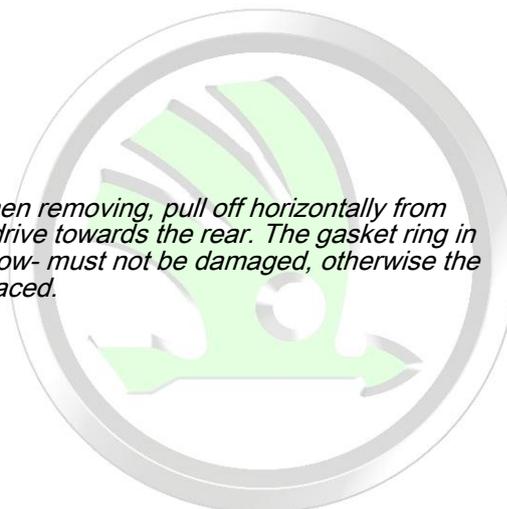


- Subsequently push the engine/gearbox unit to the front with a 2nd mechanic -direction of arrow- and insert a suitable wooden wedge -A- (approx. 50 mm thick) between the assembly carrier -B- and the gearbox -C-.
- While doing so, remove the propshaft from the flange at the Haldex coupling (centering stud) on the rear final drive.



i Note

Do not tilt propshaft when removing, pull off horizontally from centering stud of final drive towards the rear. The gasket ring in the centering bush -arrow- must not be damaged, otherwise the propshaft must be replaced.



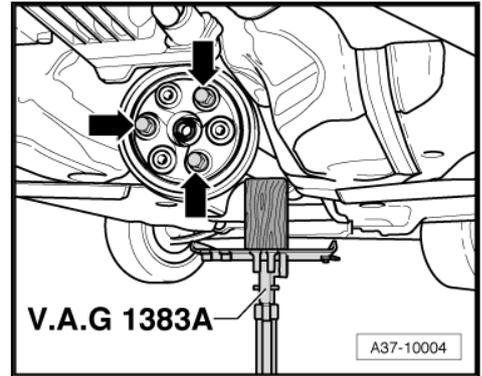
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- Support propshaft.

Vehicles with "two piece" propshaft

- If necessary remove flexible disk from the propshaft -arrows-.

For all vehicles

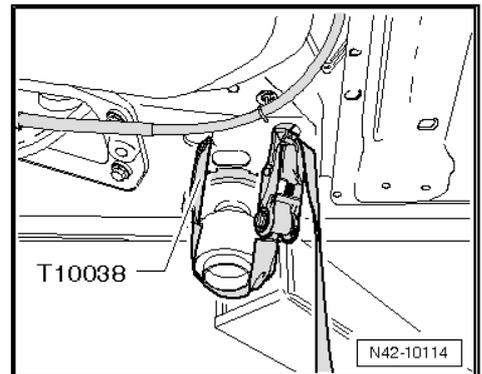


- Lash the vehicle securely to the lift platform using tensioning straps - T10038- .



WARNING

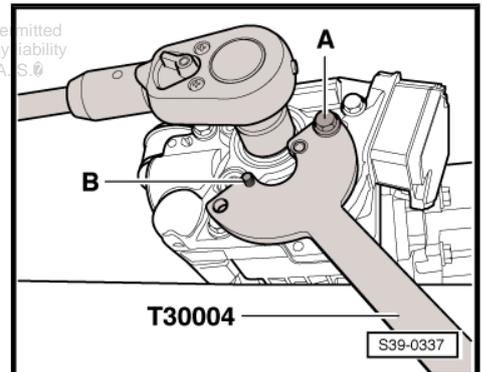
If the vehicle is not lashed, there is a risk of the vehicle toppling off the lift platform.



- Unscrew hexagon nut at flange of Haldex coupling.

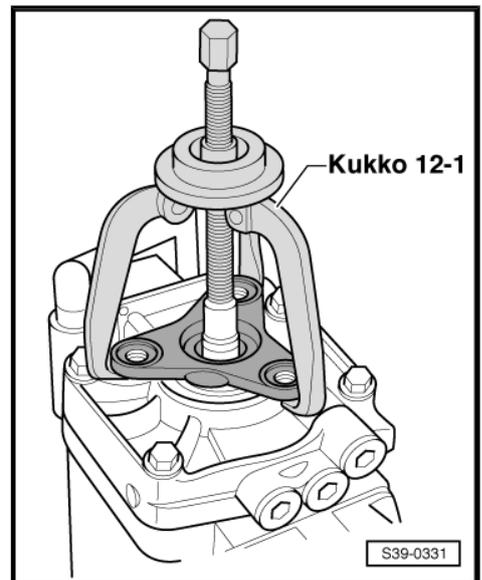
-A- Screw M10 x 25

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



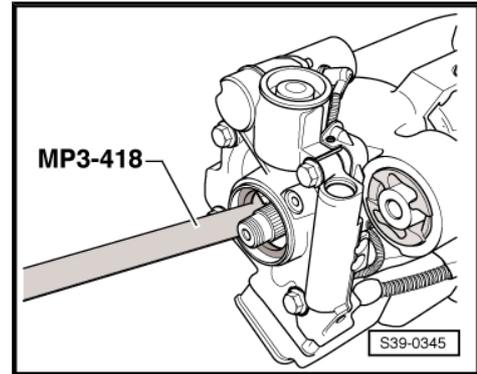
- Disconnect flange for Haldex coupling. If there is any resistance, use three armed extractor , e.g. -Kukko 12/1- .

- Place a catch pan under the rear final drive.

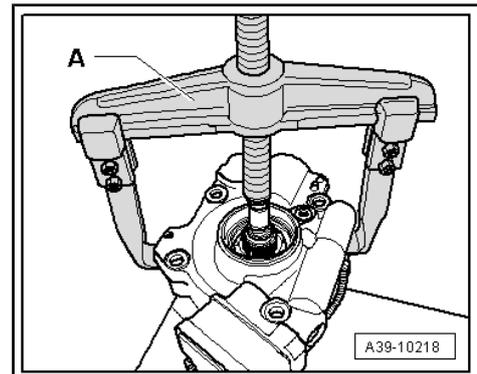




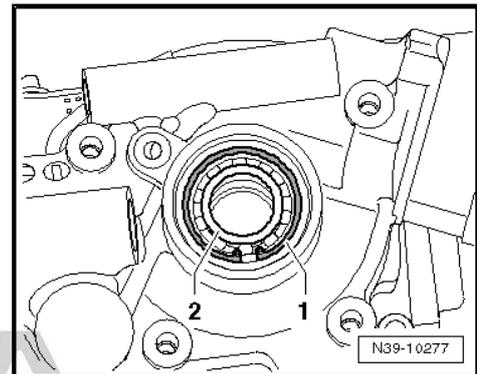
- Pull out gasket ring with ejection lever - MP3-418- .



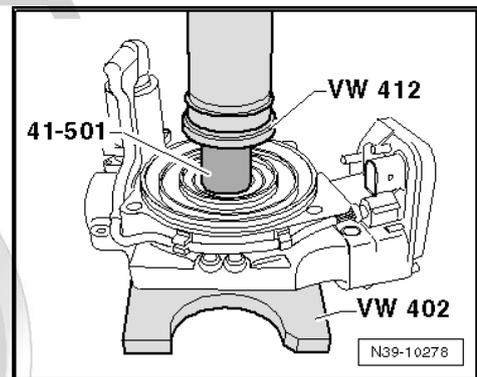
- Remove Haldex coupling ⇒ [page 495](#) .
- Lay Haldex coupling onto a clean work bench.
- Remove housing for Haldex coupling.
- A- Two-arm extractor , e.g. -Kukko 20/10-



- Install circlip -1- for grooved ball bearing -2-.

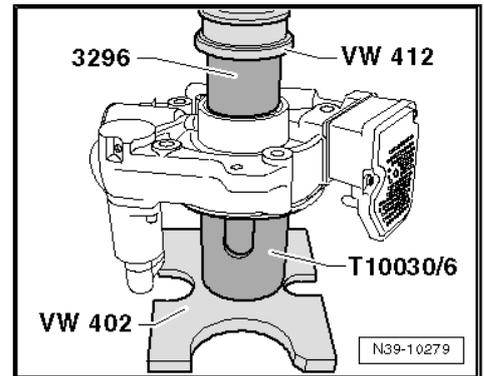


- Press off grooved ball bearing.

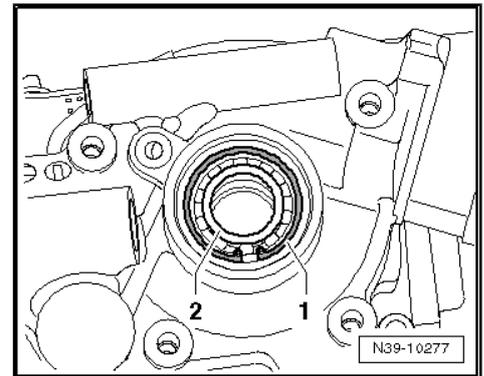


11.3.2 Install

- Press in new grooved ball bearing up to the stop.



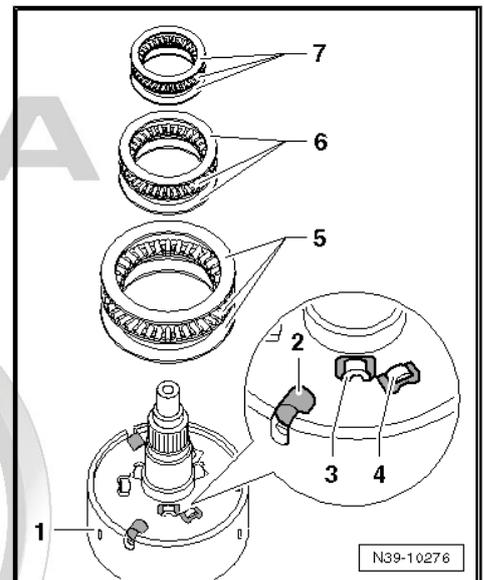
- Insert circlip -1-.
- Warm up grooved ball bearing -2- e.g. with a hot-air blower to approx. 80°C.



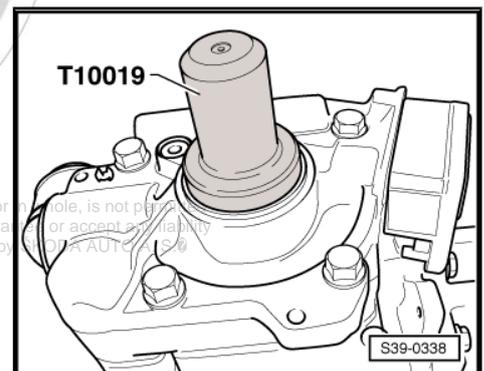
- Centre the axial needle bearing -5...7- onto the plate clutch -1-.
- Place the housing for the Haldex coupling onto the plate clutch -1- by hand.

i Note

The axial needle bearings -5...7- must not change their centered position when placing on the housing.



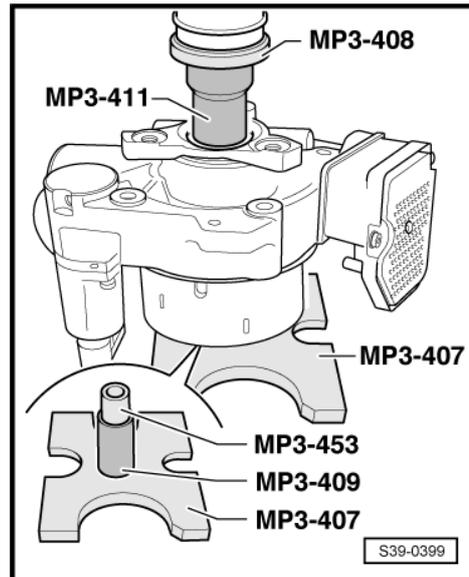
- Before installing, slightly oil new gasket ring on the outside diameter and between the sealing lips with high efficiency oil for Haldex coupling .
- Drive in new gasket ring with pressure plate - T10019- up to the stop. Do not tilt the gasket ring during this process.



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- Press on flange for propshaft.

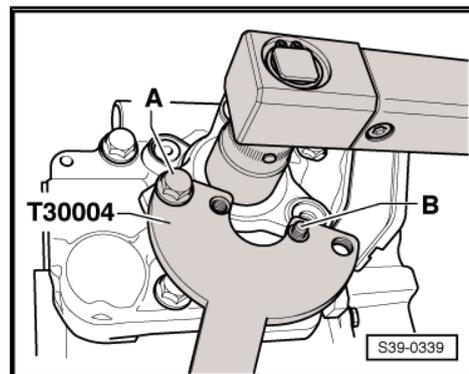


- Insert new hexagon nut with locking agent - D 000 600- and tighten. Tightening torque ⇒ [page 506](#) Pos. 14.

A - Screws M10 x 20

B - Allen screw M8 x 15 (is screwed into the counterholder - T30004 (3415)- from the reverse side)

- Install Haldex coupling ⇒ [page 495](#) .
- Install propshaft at rear final drive ⇒ [page 394](#) .
- Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26 .
- Fill up with high efficiency oil for Haldex coupling and check oil level in the Haldex coupling ⇒ [page 518](#) .



Tightening torques

Component	Nm
Flexible disk to propshaft	⇒ page 415
Propshaft to rear final drive	⇒ page 415
Haldex coupling to rear final drive	⇒ page 495

11.4 Removing and installing oil filter for Haldex coupling (final drive "02D/0AV") (Octavia II)

Special tools and workshop equipment required

- ◆ Catch pan



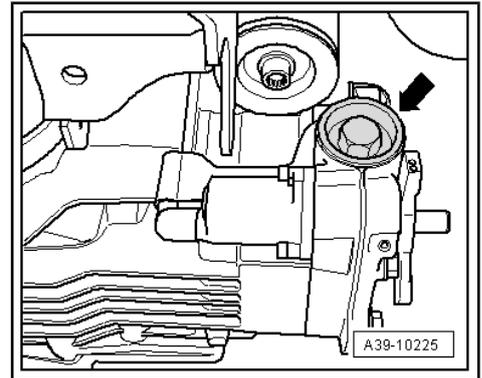
Note

On vehicles with the rear final drive "OBR", the oil filter for the Haldex coupling is not replaced.

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Removing

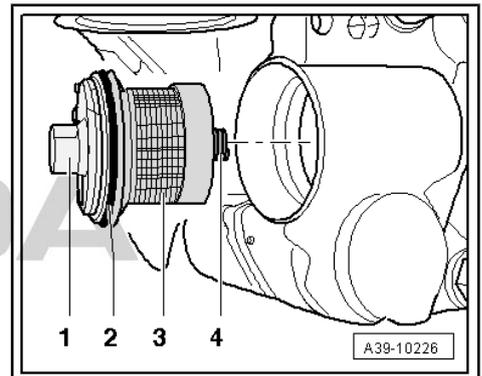
- Place a catch pan under the rear final drive.
- Unscrew cap -arrow-.
- Pull out oil filter unit.



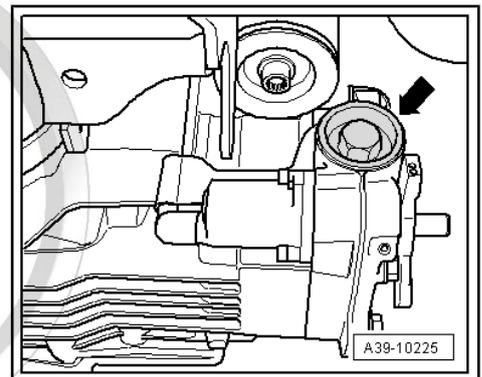
Install

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

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



- Screw in screw cap -arrow- with a new O-ring and tighten to tightening torque ⇒ [Item 6 \(page 506\)](#).
- Check oil level in the Haldex coupling ⇒ [page 518](#).



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12 Check oil level in the Haldex coupling or change oil or top up with oil

Check oil level in Haldex coupling (Octavia II, Superb II and Yeti)
⇒ [page 518](#) .

Check oil level in the 5th generation Haldex coupling (Octavia III, Yeti as of 11.2013) ⇒ [page 519](#) .

Change oil in Haldex coupling (Octavia II, Superb II and Yeti)
⇒ [page 520](#) .

Replace high efficiency oil in the 5th generation Haldex coupling (Octavia III, Yeti as of 11.2013) ⇒ [page 522](#) .

Replenish oil in Haldex coupling (Octavia II, Superb II and Yeti)
⇒ [page 523](#) .

Replenish high efficiency oil in the 5th generation Haldex coupling (Octavia III, Yeti as of 11.2013) ⇒ [page 525](#) .



Note

- ◆ The "Haldex coupling" is located in the rear final drive.
- ◆ The rear final drives "02D/0AV" are fitted with the "Haldex coupling of the 2nd generation".
- ◆ The rear final drives "0BR" are fitted with the "4th generation Haldex coupling generation". On Yeti vehicles as of production date 11.2013, the "5th generation Haldex coupling" is fitted into these rear final drives.
- ◆ The rear final drives "0CQ" are fitted with the "5th generation Haldex coupling generation".
- ◆ The rear final drive and the "Haldex coupling" have separate oil circulation systems.
- ◆ High performance oil for Haldex coupling ⇒ *Electronic Catalogue of Original Parts* .
- ◆ Oil for rear final drive ⇒ *Electronic Catalogue of Original Parts* .

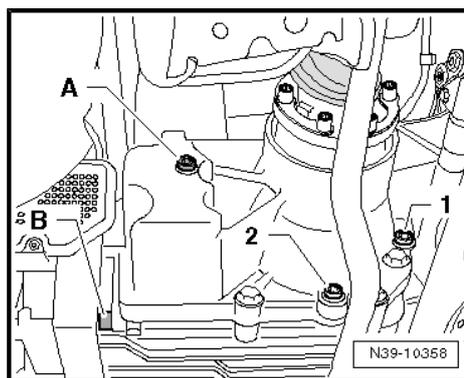
Assign oil filler plug and oil drain plug

A - Filler screw (inspection plug) for high efficiency oil for Haldex coupling

B - Oil drain plug for high efficiency oil for Haldex coupling

1 - Filler screw for gearbox oil (inspection plug)

2 - Drain plug for gearbox oil



12.1 Check oil level in Haldex coupling (Octavia II, Superb II and Yeti)

Special tools and workshop equipment required

- ◆ Catch pan

Oil specification ⇒ *Electronic Catalogue of Original Parts* .

– Measure oil temperature ⇒ Vehicle diagnostic tester.

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

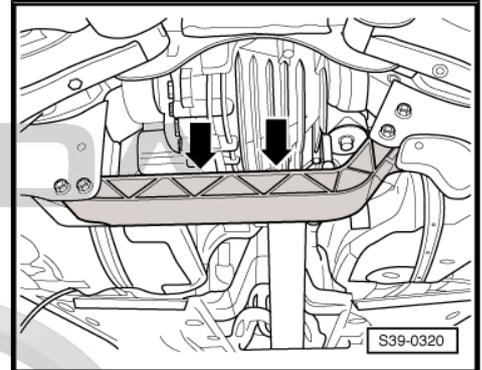
The oil temperature can be increased by warming up the engine.

- Place a catch pan under the rear final drive.

Octavia II vehicles with aluminium assembly carrier

Note

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

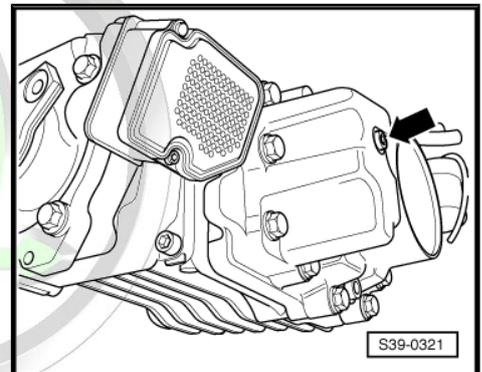


Continued for all vehicles

- Release screw for oil inspection -arrow-. Shown on a removed final drive for purposes of clear presentation.

Oil is at the correct level if the Haldex coupling is filled up to the lower edge of the oil filler hole or min. 3 mm below the lower edge of the oil filler hole.

- Screw in new screw -arrow- using a new sealing ring and tighten to 15 Nm.



12.2 Check oil level in the 5th generation Haldex coupling (Octavia III, Yeti as of 11.2013)

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Special tools and workshop equipment required

- ◆ Catch pan - VAS 6208-

Test requirements

- The oil temperature must be between 20 and 40 °C.
- The oil temperature can be reached by warming up the engine.
- Vehicle on level ground.
- To check the oil level, the final drive must be located in the installation position.



WARNING

To prevent accidents during measurement and test drives, observe the safety measures ⇒ [page 38](#).

- Read oil temperature ⇒ Vehicle diagnostic tester Guided Functions.
- The oil temperature must be between 20 and 40 °C.



Checking the oil level

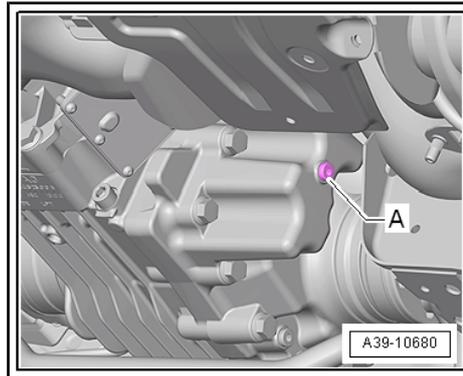
- Place catch pan - VAS 6208- under the final drive.
- Unscrew screw for oil inspection -A-.

Oil is at the correct level if the Haldex coupling is filled up to the lower edge of the oil filler hole or max. 3 mm below the lower edge of the oil filler hole.

- Top off high efficiency oil for Haldex coupling ⇒ [page 525](#) .

Tightening torques

Component	Tightening torque
Oil filler plug for high efficiency oil for Haldex coupling • Renew bolt.	15 Nm
Oil drain plug for high efficiency oil for Haldex coupling • Renew bolt.	32 Nm



12.3 Change oil in Haldex coupling (Octavia II, Superb II and Yeti)

Special tools and workshop equipment required

- ◆ Filling device for Haldex coupling 2 - VAS 6291- or -VAS 6291A-
- ◆ Catch pan

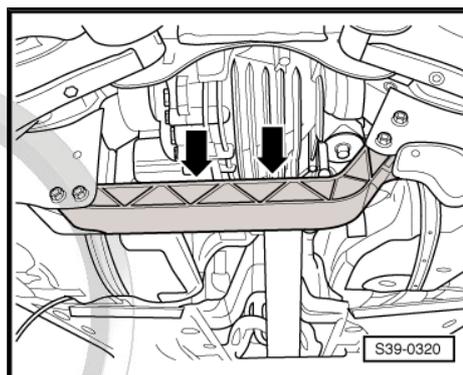
Oil specification ⇒ Electronic Catalogue of Original Parts .

- Raise vehicle.
- For changing, use filling device for Haldex coupling 2 , e.g. - VAS 6291- or -VAS 6291A- .
- Place a catch pan under the rear final drive.

Octavia II vehicles with aluminium assembly carrier

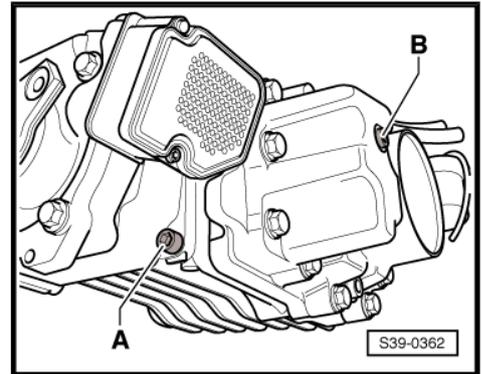
 Note

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



For all vehicles

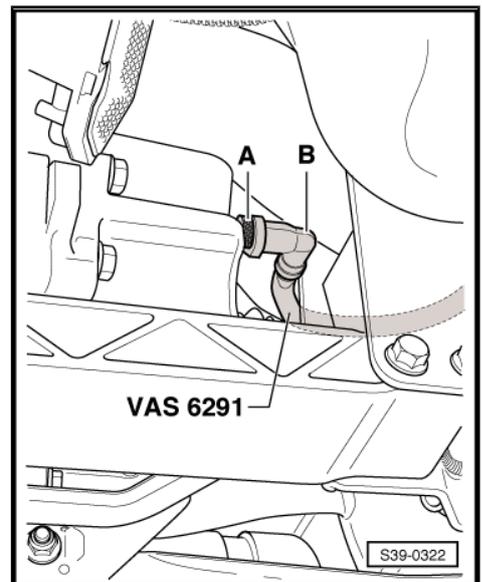
- Release screw for oil inspection -B-. (Shown on a removed final drive for purposes of clear presentation.)
- Screw out oil drain plug -A-.
- Drain oil.
- Screw in new oil drain plug -A- using a new sealing ring and tighten to 30 Nm.



- Screw in adapter -A- up to the stop into the inspection hole.
- Lock angular piece -B- with adapter.
- Pull hose above the drive shaft.

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

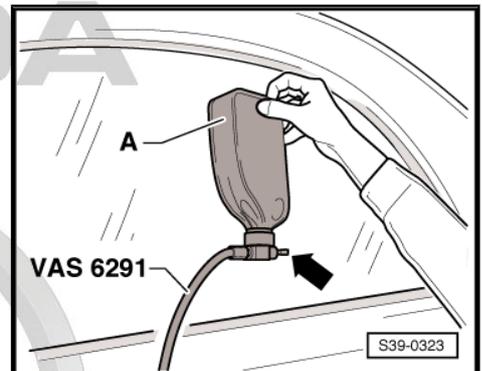
- Lower the vehicle.



- Ensure that the the valve -arrow- is closed.
- Screw oil reservoir -A- onto filling device for Haldex coupling 2 , e.g. -VAS 6291- or -VAS 6291A- .
- Open valve -arrow- and hold oil reservoir as shown.

The Haldex coupling is now filled with oil.

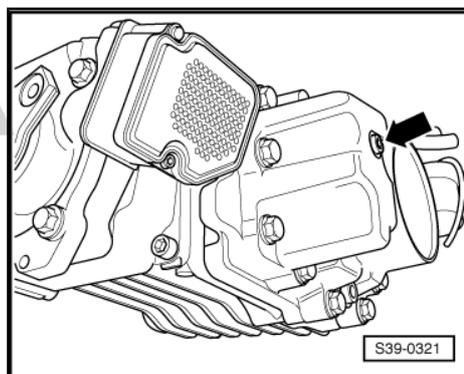
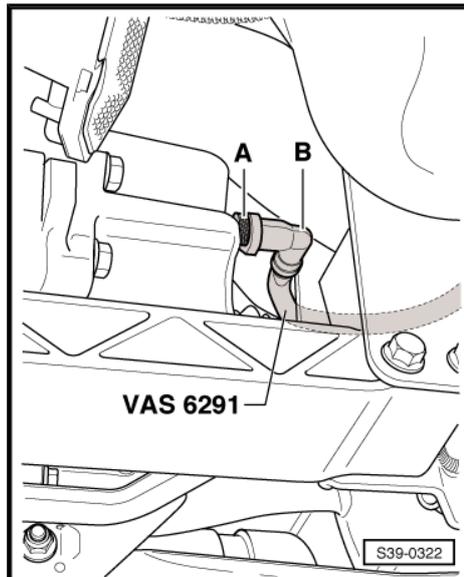
- Raise the vehicle after several minutes.





Note

- ◆ If the Haldex coupling is correctly filled, oil flows out at the adapter -A-.
 - ◆ If no oil flows out, lower the vehicle and continue the filling procedure.
 - Raise vehicle.
 - If oil flows out, place oil reservoir downwards below the level of the Haldex coupling (e.g. on a tool car).
- The excessive oil now flows back into the oil reservoir.
- If no more oil flows back, remove the filling device for Haldex coupling 2 .
 - Check oil level in the Haldex coupling.
-
- Screw in new inspection plug -arrow- using a new sealing ring and tighten to 15 Nm.



12.4 Replace high efficiency oil in the 5th generation Haldex coupling (Octavia III, Yeti as of 11.2013)

Special tools and workshop equipment required

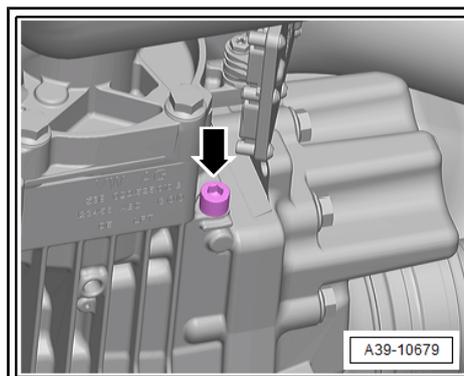
- ◆ Filling device for Haldex coupling 2 - VAS 6291-
- ◆ Catch pan - VAS 6208-
- ◆ High efficiency oil for Haldex coupling ⇒ Electronic Catalogue of Original Parts

Drain oil

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- Place a catch pan under the Haldex coupling.
- Unscrew drain plug -arrow- and drain all oil from the Haldex coupling.
- Screw in drain plug -arrow- and tighten to tightening torque ⇒ [page 520](#) .

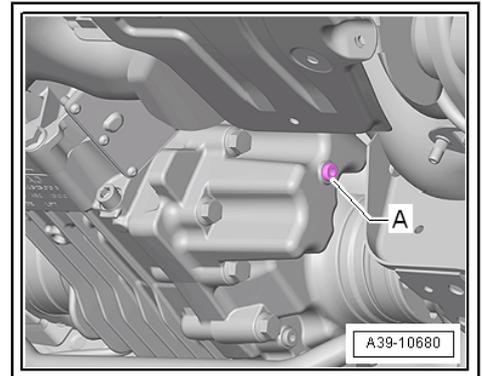
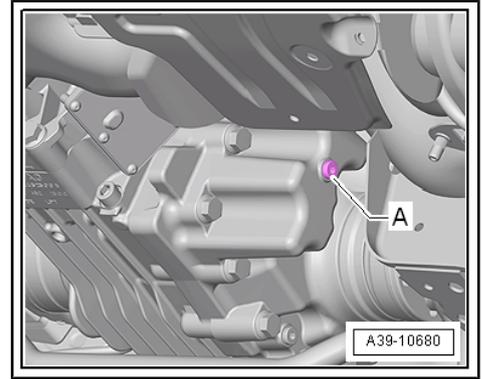
Replenish oil



- Unscrew oil filler plug -A-.
- Replenish high efficiency oil for Haldex coupling
⇒ [page 525](#) .
- Check oil level in the Haldex coupling ⇒ [page 519](#) .

If the oil level is OK:

- Screw in oil filler plug -A- and tighten to tightening torque
⇒ [page 520](#) .



12.5 Replenish oil in Haldex coupling (Octavia II, Superb II and Yeti)

Special tools and workshop equipment required

- ◆ Filling device for Haldex coupling 2 - VAS 6291- or -VAS 6291A-
- ◆ Catch pan

Oil specification ⇒ Electronic Catalogue of Original Parts .

- Raise vehicle.
- For topping up, use filling device for Haldex coupling 2 , e.g. - VAS 6291- or -VAS 6291A- .
- Place a catch pan under the rear final drive.

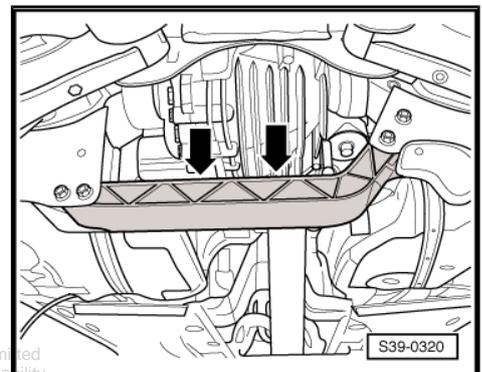
Octavia II vehicles with aluminium assembly carrier

Note

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

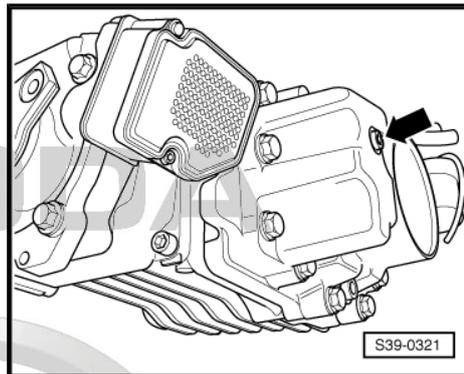
Continued for all vehicles

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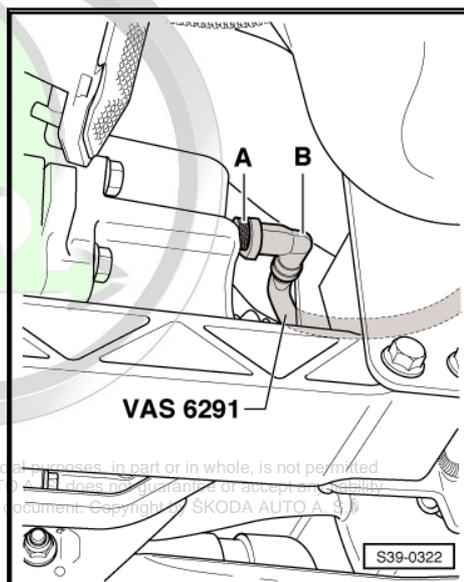




- Release screw for oil inspection -arrow-. Shown on a removed final drive for purposes of clear presentation.

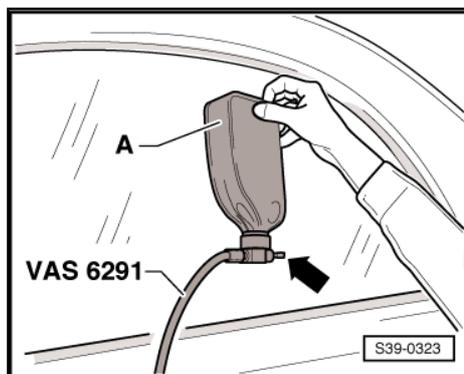


- Screw in adapter -A- up to the stop into the inspection hole.
 - Lock angular piece -B- with adapter.
 - Pull hose above the drive shaft.
- The hose must not sag. It must come out above the left rear wheel.
- Lower the vehicle.



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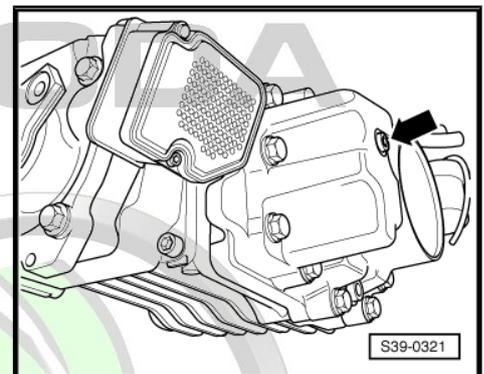
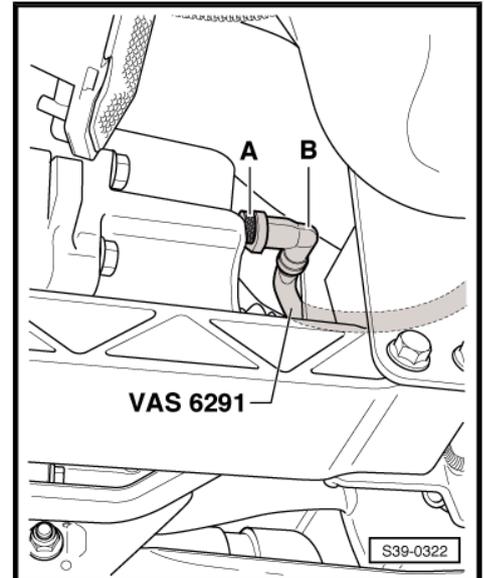
- Ensure that the the valve -arrow- is closed.
 - Screw oil reservoir -A- onto filling device for Haldex coupling 2 , e.g. -VAS 6291- or -VAS 6291A- .
 - Open valve -arrow- and hold oil reservoir as shown.
- The Haldex coupling is now filled with oil.
- Raise the vehicle after several minutes.





Note

- ◆ If the Haldex coupling is correctly filled, oil flows out at the adapter -A-.
 - ◆ If no oil flows out, lower the vehicle and continue the filling procedure.
 - Raise vehicle.
 - If oil flows out, place oil reservoir downwards below the level of the Haldex coupling (e.g. on a tool car).
- The excessive oil now flows back into the oil reservoir.
- If no more oil flows back, remove the filling device for Haldex coupling 2 .
 - Check oil level in the Haldex coupling.
 - Screw in new inspection plug -arrow- using a new sealing ring and tighten to 15 Nm.



12.6 Replenish high efficiency oil for 5th generation Haldex coupling (Octavia III, Yeti as of 11.2013)

Special tools and workshop equipment required

- ◆ Filling device for Haldex coupling 2 - VAS 6291-
- ◆ Catch pan - VAS 6208-

High efficiency oil for Haldex coupling is supplied as spare part
⇒ Electronic Catalogue of original parts .

Precondition

- Vehicle on level ground.

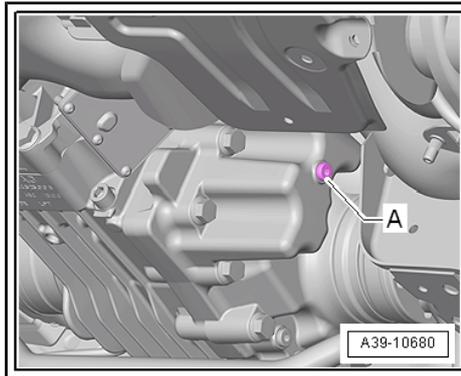
Work procedure

- Place catch pan - VAS 6208- under the final drive.

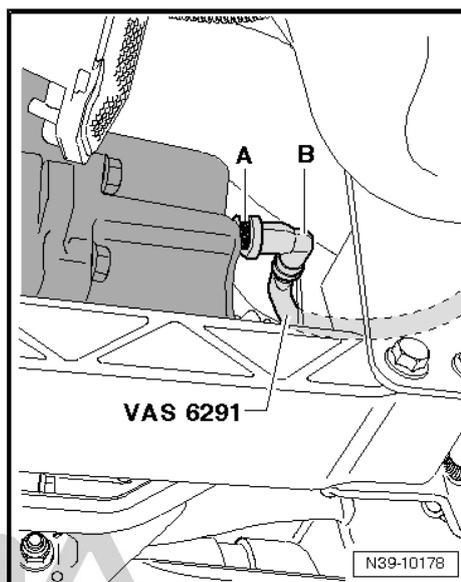
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- Unscrew oil filler plug -A- for high efficiency oil for Haldex coupling .

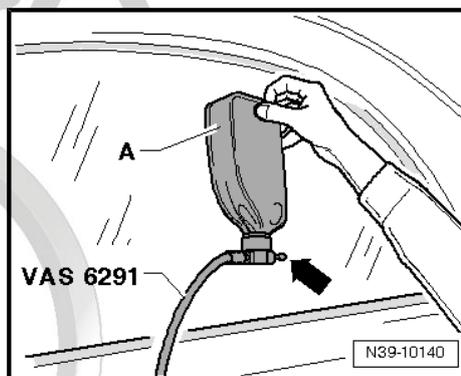


- Screw adapter -A- of filling device for Haldex 2 coupling - VAS 6291- fully into the filler hole.
- Place angular piece -B- in position on adapter -A- and secure.
- Route hose of filling device above drive shaft and pull out of the vehicle.
- The hose must not sag. It must come out above the left rear wheel.
- Lower the vehicle.



- Ensure that the the valve -arrow- is closed.
- Screw oil reservoir -A- onto filling device for Haldex 2 coupling - VAS 6291- .
- Open valve -arrow- and hold oil reservoir as shown in the figure.

Then fill the Haldex coupling with oil.



 **Note**

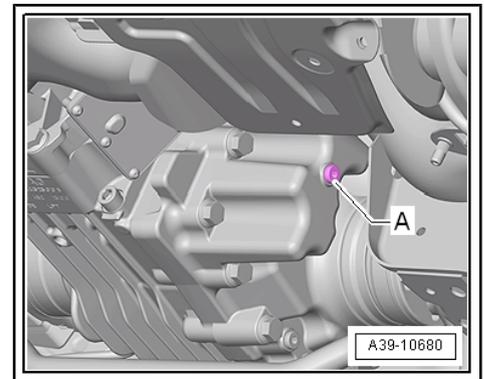
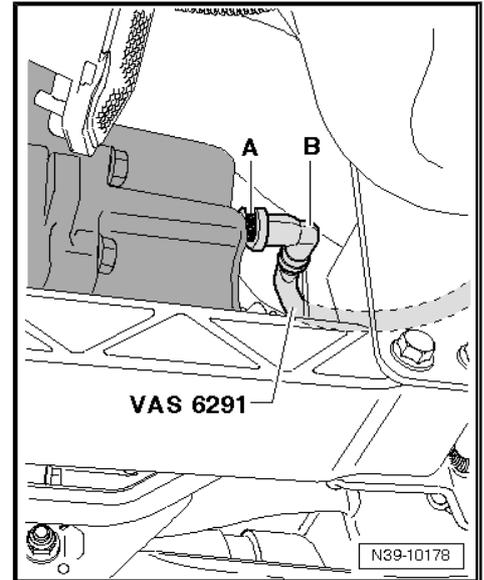
When the Haldex coupling is correctly filled, oil flows out at the adapter -A-.

- Raise vehicle.
- Place oil reservoir under the Haldex coupling (e.g. trolley) so that the excess oil flows back into the oil reservoir.
- If no more oil flows back, remove filling device for Haldex 2 coupling - VAS 6291- .
- The Haldex coupling is now filled to lower edge of oil filler hole.
- Check oil level in the Haldex coupling ⇒ [page 519](#) .

If the oil level is OK:

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- Screw in oil filler plug -A- and tighten to tightening torque ⇒ [page 520](#) .



13 Checking the gear oil level in the rear final drive

Check the gear oil level in the “rear final drive 02D/0AV” (Octavia II) ⇒ [page 528](#) .

Check gear oil level in “rear final drive 0BR” (Octavia II, Superb II and Yeti) ⇒ [page 529](#) .

Check oil level for final drives in “rear final drive 0CQ” (Octavia III) ⇒ [page 530](#) .



Note

- ◆ The “Haldex coupling” is located in the rear final drive.
- ◆ The final drive and the “Haldex coupling” have separate oil circulation systems.

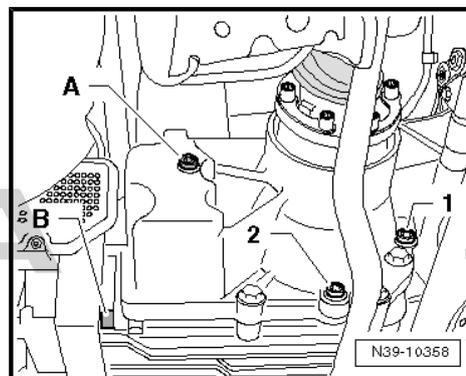
Assign oil filler plug and oil drain plug

A - Filler screw (inspection plug) for high efficiency oil for Haldex coupling

B - Oil drain plug for high efficiency oil for Haldex coupling

1 - Filler screw for gearbox oil (inspection plug)

2 - Drain plug for gearbox oil



13.1 Checking the gear oil level in the “rear final drive 02D/0AV” (Octavia II)

Special tools and workshop equipment required

- ◆ Filling device for Haldex coupling 2 - VAS 6291- or -VAS 6291A-
- ◆ Catch pan

Oil specification ⇒ Electronic Catalogue of Original Parts .

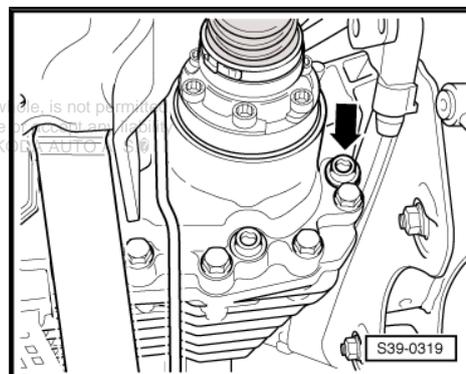
- Vehicle on level ground.
- Place a catch pan under the rear final drive.
- Release screw for oil inspection -arrow-.

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

- Screw in oil check screw -arrow- and tighten to tightening torque.

If re-filling, do the following:

- Release screw for oil inspection -arrow-.
- Pour in axle oil up to lower edge of filler hole.
- Screw in oil check screw -arrow- and tighten to tightening torque.



Tightening torque

Component	Nm
Oil check screw M 10	15
Oil check screw M 20	40

13.2 Check gear oil level in “rear final drive 0BR” (Octavia II, Superb II and Yeti)

Note

- ◆ The “Haldex coupling” is located in the rear final drive.
- ◆ The final drive and the “Haldex coupling” have separate oil circulation systems.

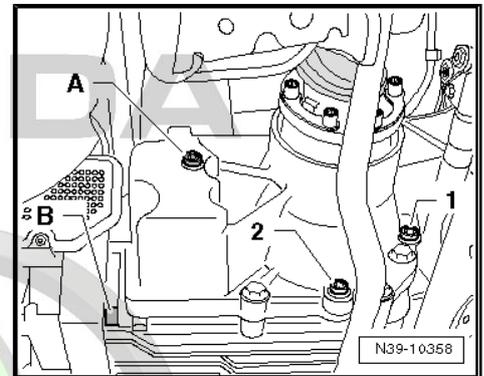
Assign oil filler plug and oil drain plug

A - Filler screw (inspection plug) for high efficiency oil for Haldex coupling

B - Drain plug for high efficiency oil for Haldex coupling

1 - Filler screw for gearbox oil (inspection plug)

2 - Drain plug for gearbox oil



Special tools and workshop equipment required

- ◆ Filling device for Haldex coupling 2 - VAS 6291- or -VAS 6291A-
- ◆ Catch pan

Oil specification ⇒ Electronic Catalogue of Original Parts .

- Vehicle on level ground.
- Place a catch pan under the rear final drive.

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- Unscrew gearbox oil inspection plug -1-.

**Note**

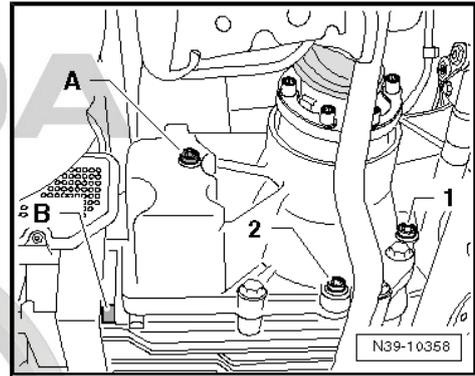
Do not unscrew the screws -2- (oil drain plug for rear final drive), -A- (oil filler plug for Haldex coupling) and -B- (oil drain plug for Haldex coupling).

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

- Screw in new gearbox oil inspection plug -1- and tighten to 15 Nm.

If re-filling, do the following:

- Unscrew gearbox oil inspection plug -1-.
- Pour in gear oil up to lower edge of filler hole.
- Screw in new gearbox oil inspection plug -1- and tighten to 15 Nm.



13.3 Check oil level for final drives in “rear final drive 0CQ” (Octavia III)

Special tools and workshop equipment required

- ◆ Catch pan - VAS 6208-
- ◆ Filling device for Haldex 2 - coupling - VAS 6291-

Inspection requirement

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

Checking the oil level

- Place catch pan - VAS 6208- under the final drive.

- Unscrew oil filler plug -arrow-.

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

- Screw in new oil filler plug -arrow- and tighten.

Top up oil

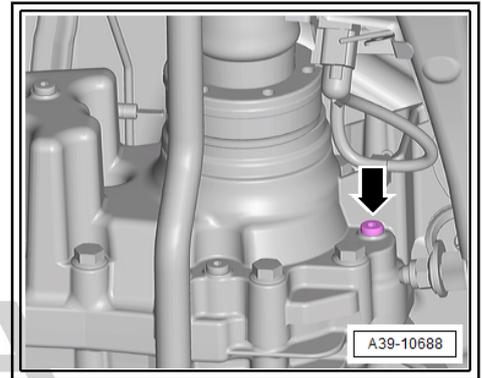
- Fill in oil with filling device for Haldex 2 coupling - VAS 6291- until excess oil exits between the adapter of the filling device and the gearbox housing.
- Remove filling device and adapter; some excess oil may still exit.

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

- Screw in new oil filler plug -arrow- and tighten.

Tightening torques

Component	Tightening torque
Oil filler plug for oils for final drives • Renew bolt.	19 Nm
Oil drain plug for oils for final drives • Renew bolt.	19 Nm





14 Top up rear final drive with oil

Special tools and workshop equipment required

- ◆ Filling device for Haldex coupling 2 - VAS 6291- or -VAS 6291A-
- ◆ Catch pan
 - Place a catch pan under the rear final drive.
 - Unscrew gearbox oil inspection plug -1-.
 - Fill up with as much oil as possible using the filling device - VAS 6291- or -VAS 6291A- until it flows out between the adapter of the filling device and the final drive housing.
 - Remove filling device and adapter. Some excess oil might still drain off.

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

- Screw in new gearbox oil inspection plug -1- and tighten to 15 Nm.

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15 Inspect operation of Haldex coupling

“Final drive 02D/0AV” - Functional test for opened Haldex coupling on vehicles fitted with manual gearbox (Octavia II)
⇒ [page 533](#) .

“Final drive 02D/0AV” - Functional test for closed Haldex coupling on vehicles fitted with manual gearbox (Octavia II)
⇒ [page 534](#) .

“Final drive 0BR” - Functional testing of the Haldex coupling with manual gearbox (Octavia II, Superb II and Yeti) ⇒ [page 534](#) .

Removing and installing 5th generation Haldex coupling (Octavia III, Yeti as of 11.2013) ⇒ [page 535](#) .

Note

Before repairing the Haldex coupling, 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”.

15.1 “Final drive 02D/0AV” - Functional test for opened Haldex coupling on vehicles fitted with manual gearbox (Octavia II)

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Test conditions

- ◆ Oil level of the Haldex coupling is O.K.
- ◆ Check oil level in the Haldex coupling ⇒ [page 518](#)
- ◆ Correctly fitted engine control unit and ABS control unit (check coding and control unit identification number)
- Raise vehicle ⇒ Maintenance ; Booklet Octavia II .

Note

For safety reasons, the vehicle must be placed on the lifting platform in such a way that the wheels have no contact with the ground. Proceed carefully when inspecting.

- Actuate clutch pedal.
- Start engine.
- 1st gear and drive off slowly.

Now all 4 wheels must turn.

- Apply handbrake.

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

- If the rear wheels do not turn:

The Haldex coupling is open, the function is O.K.

- If the rear wheels turn:

The Haldex coupling is closed. Possible cause of fault:

- ◆ Main pressure regulating valve can clamp.
- ◆ Mechanical fault of the Haldex coupling.



- ◆ Four-wheel drive control unit - J492- on rear final drive is defective.
- ◆ Handbrake warning switch - F9- is defective.

15.2 “Final drive 02D/0AV” - Functional test for closed Haldex coupling on vehicles fitted with manual gearbox (Octavia II)

Test conditions

- ◆ Oil level of the Haldex coupling is O.K.
- ◆ Check oil level in the Haldex coupling ⇒ [page 518](#)
- ◆ Correctly fitted engine control unit and ABS control unit (check coding and control unit identification number)
- Raise vehicle ⇒ Maintenance ; Booklet Octavia II .



Note

For safety reasons, the vehicle must be placed on the lifting platform in such a way that the wheels have no contact with the ground. Proceed carefully when inspecting.

- Actuate clutch pedal.
- Start engine.
- 2nd gear.
- Pull on the handbrake and slowly depress the clutch.

The engine must now stall.

- If the engine has stalled:

The Haldex coupling is closed, the function is O.K.

- If the engine has not stalled:

The Haldex coupling is open. Possible cause of fault:

- ◆ Main pressure regulating valve can clamp.
- ◆ Mechanical fault of the Haldex coupling.
- ◆ Four-wheel drive control unit - J492- on rear final drive is defective.

15.3 “Final drive 0BR” - Functional testing of the Haldex coupling with manual gearbox (Octavia II, Superb II and Yeti)

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Special tools and workshop equipment required

- ◆ Vehicle Diagnosis, Measurement and Information System - VAS-

Before repairing the Haldex coupling, 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”.

 Note

- ◆ *The Haldex coupling is tested on the lift platform using the vehicle diagnosis, measurement and information system - VAS- .*
- ◆ *For safety reasons, the vehicle must be placed on the lifting platform in such a way that the wheels have no contact with the ground. Proceed carefully when inspecting.*

Functional test



WARNING

- ◆ *Only the vehicle diagnosis, measurement and information system - VAS 5051 B- or the vehicle diagnosis, measurement and information system - VAS 5052- must be used to read the measured value blocks.*

- Connect the vehicle diagnosis, measurement and information system - VAS- to the diagnostic connection once the ignition is switched off.

Fitting location: Cover in driver's footwell.

- Raise vehicle ⇒ Maintenance ; Booklet Octavia II .
- Select “chassis” on the display.
- Select “four-wheel drive with Haldex coupling (4th generation)” on the display.
- Select “01 - self-diagnosable system” on the display.
- Select “functions” on the display.
- Select “final control diagnosis” on the display.
- Follow the instructions on the tester.
- Select “functional test for Haldex coupling” on the display.
- Follow the instructions on the tester.

15.4 Check operation of 5th generation Haldex coupling (Octavia III, Yeti as of 11.2013)

 Note

The Haldex coupling is checked during a test drive with the ⇒ Vehicle diagnostic tester.



WARNING

To prevent accidents during measurement and test drives, observe the safety measures ⇒ [page 38](#) .

- Perform function ⇒ Vehicle diagnostic tester, guided functions .
- Start actuator diagnosis and follow the instructions on the tester.