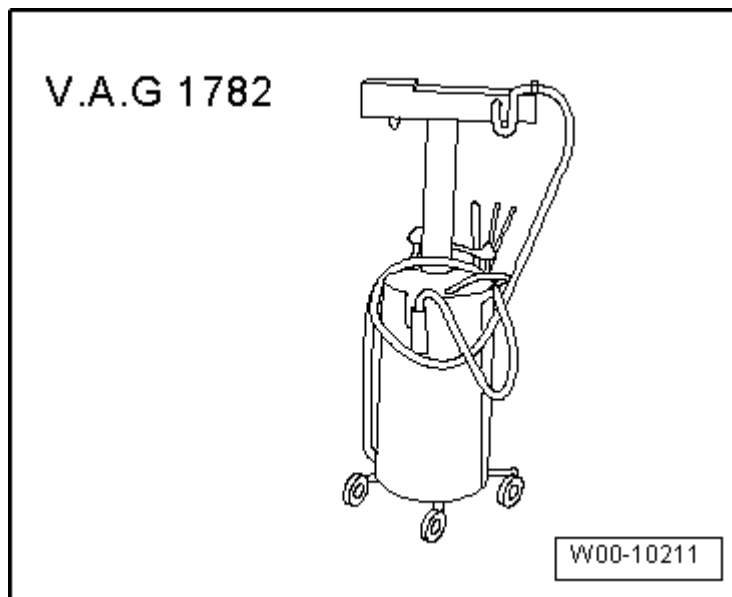


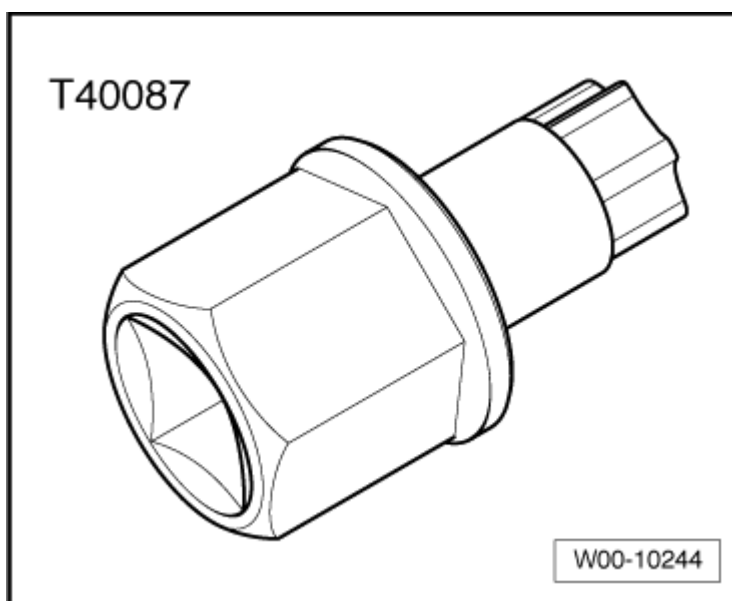
Vehicles with 6-cylinder TDI engine

Special tools and workshop equipment required

- ♦ Used oil collection and extraction unit - V.A.G 1782-

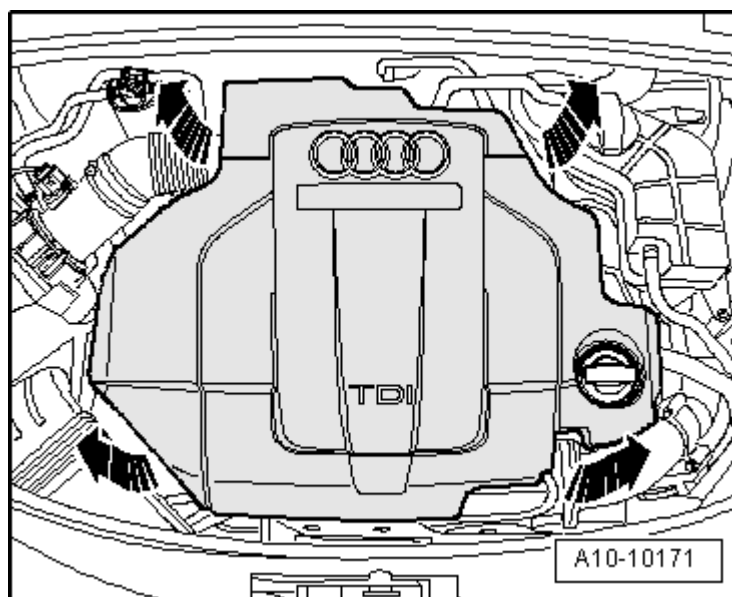


- ♦ Socket Torx T 60 -T40087-



Removing

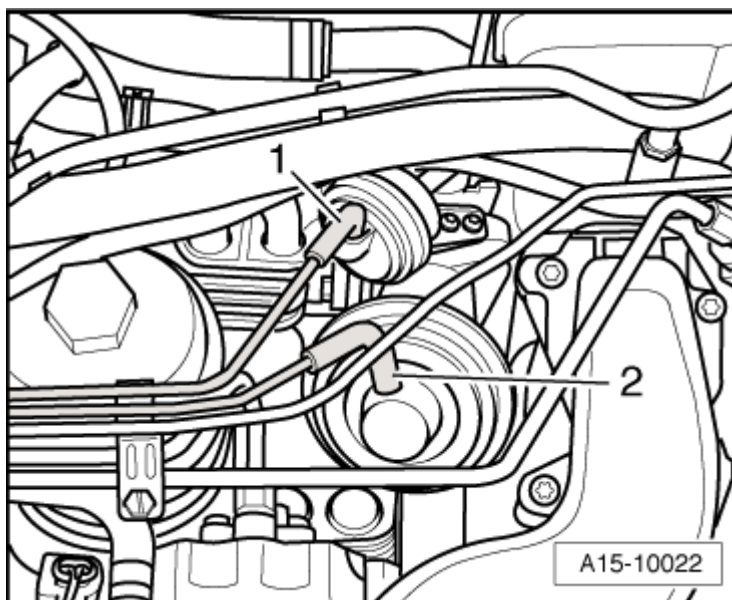
- With ignition switched off, disconnect earth cable at battery → **Chapter**.
- Carefully pull engine cover panel off four retaining pins one after the other -arrows-.



- Disconnect vacuum hoses -1- and -2-.

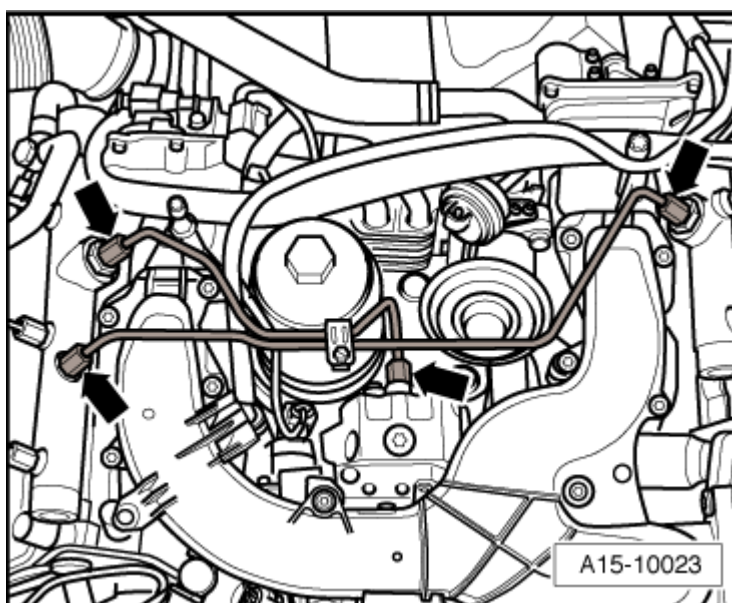


Note



Observe rules for cleanliness when working on the injection system → Rep. Gr.24.

- Unscrew union nuts -arrows- and detach high-pressure pipes.

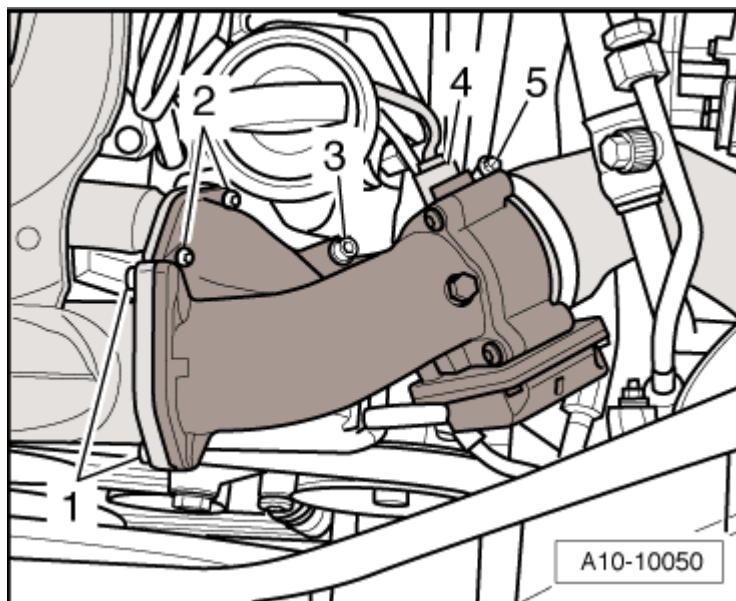


- Disconnect air hose -5-.

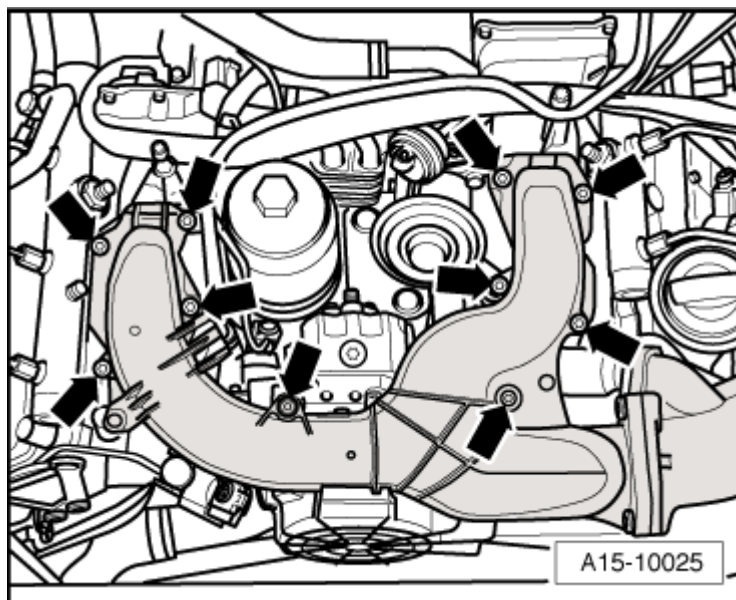
- Unplug electrical connector -4-.
- Remove bolts -2- and -3-.

**Note**

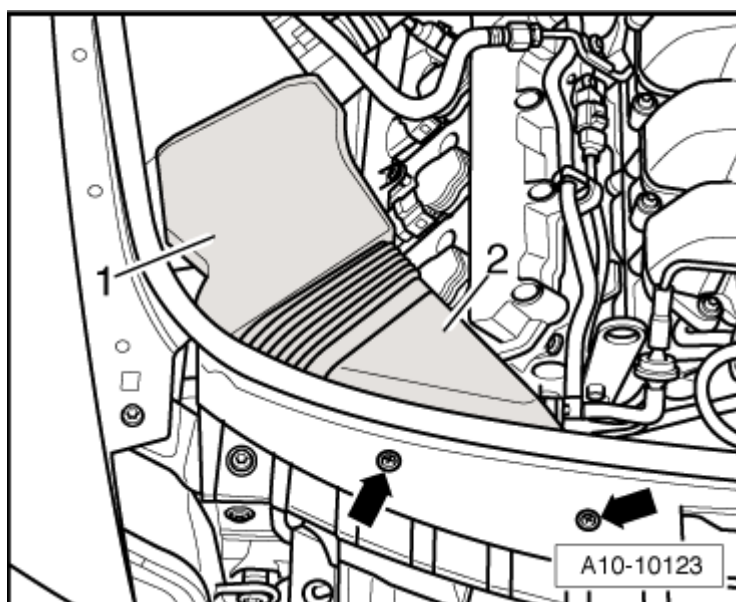
Disregard -item 1-.



- Unscrew bolts -arrows- and detach intake manifold (top section).

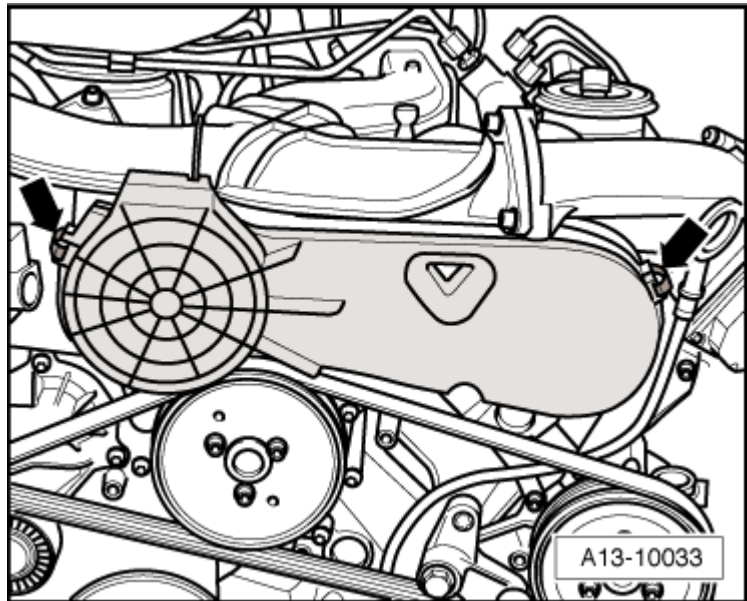


- Unscrew bolts -arrows-.
- Remove air ducts -1- and -2-.



- Loosen clamps -arrows-.

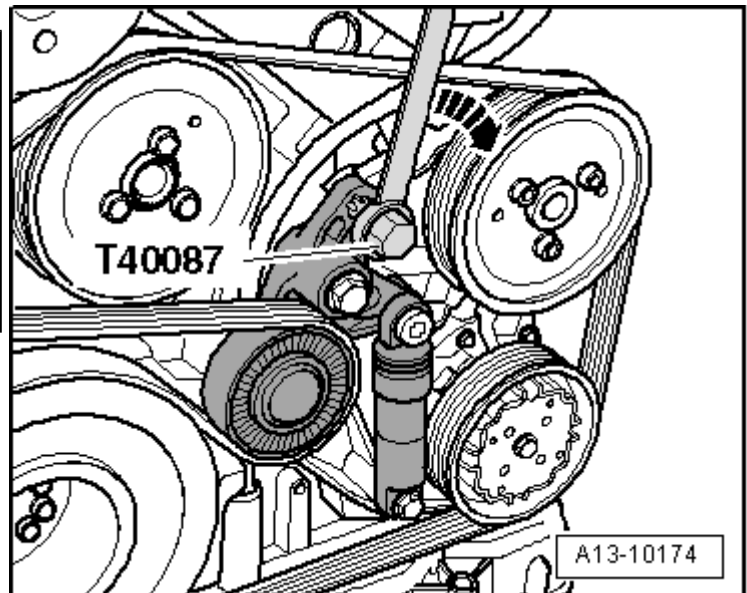
- Pivot toothed belt cover forward and disengage retaining pegs on bottom side of toothed belt cover.

**Caution**

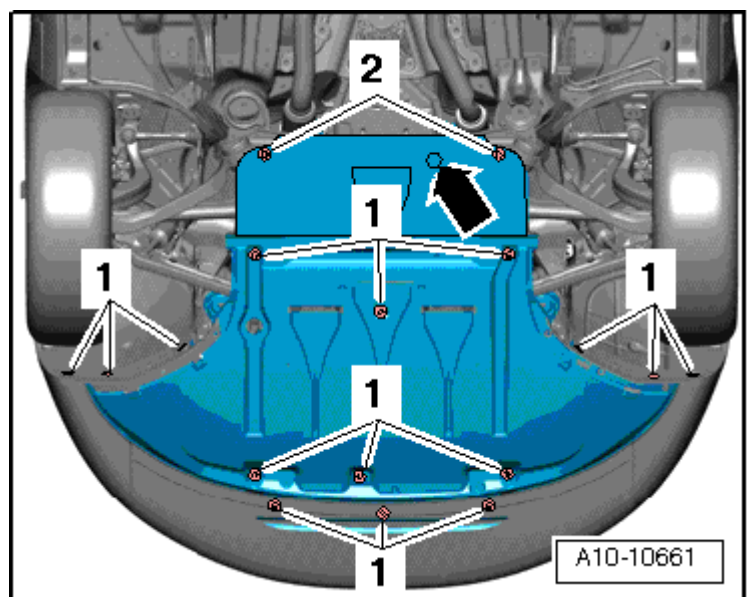
Risk of breakage if the poly V-belt runs in the opposite direction when refitted.

Before removing, mark direction of operation of poly V-belt with chalk or felt-tipped pen in preparation for re-installation.

- Slacken poly V-belt by swivelling tensioner in direction of -arrow-, using socket Torx T 60 -T40087- and a long, straight-handled ring spanner or open-end spanner.
- Remove poly V-belt from tensioning roller.



- Release fasteners -1, 2- and -arrow- (if fitted) to remove noise insulation panels.
- Vehicles with air suspension: remove bracket with air supply unit →Rep. Gr.43.

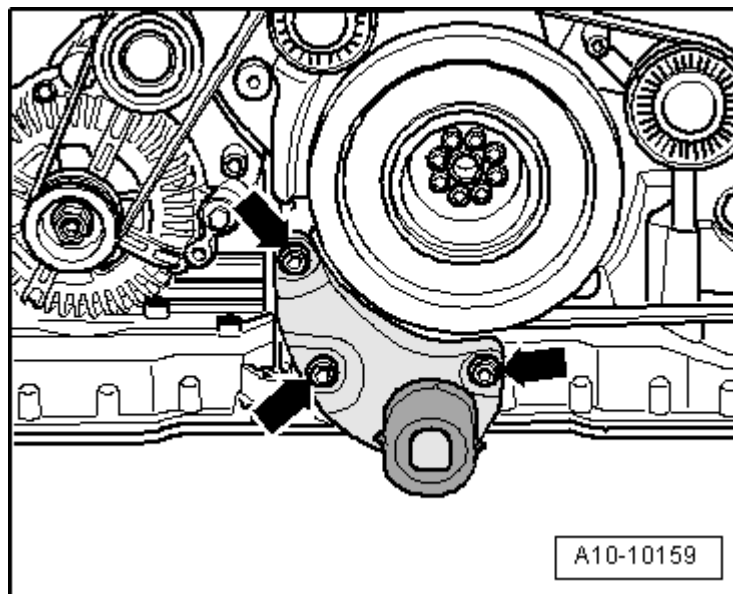


- Unscrew bolts -arrows- and remove torque

reaction support from engine.

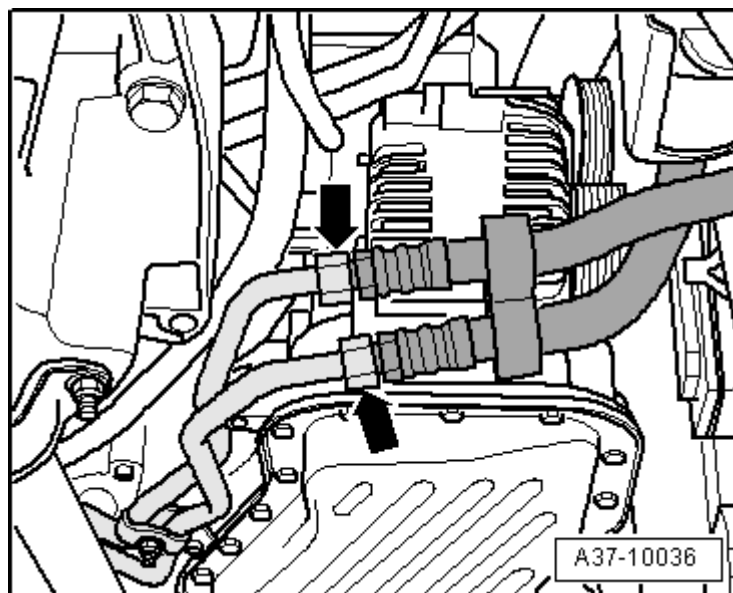


Note

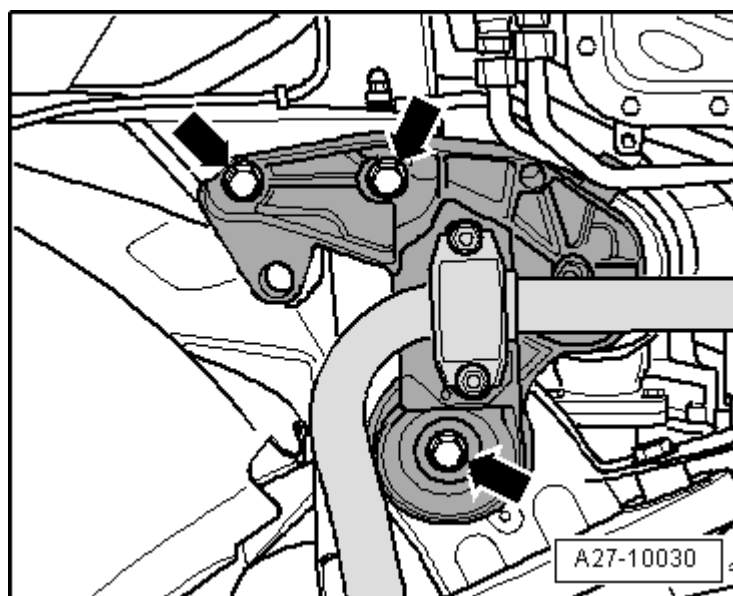


Observe rules for cleanliness when working on automatic gearbox → *Rep. Gr.37*.

- Place used oil collection and extraction unit -V.A.G 1782- beneath engine.
- Disconnect ATF pipes -arrows- at connections on right side of engine.

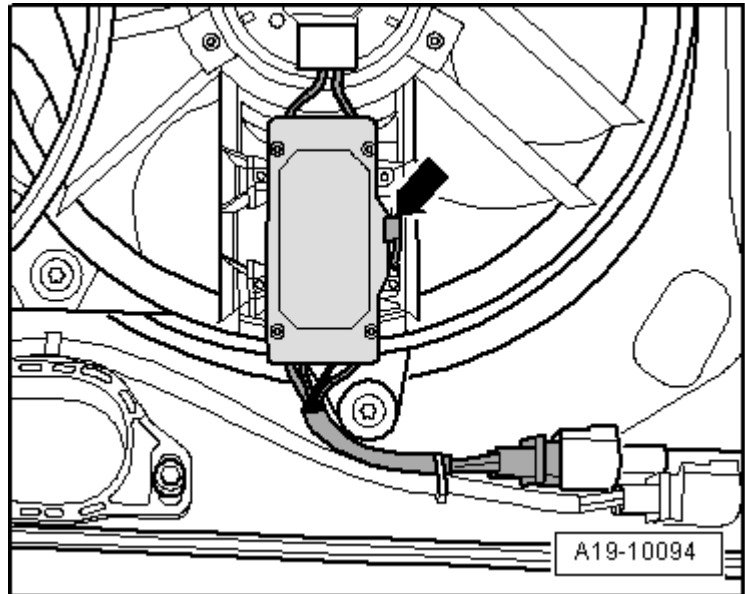


- Unscrew bolts -arrows- for engine mounting (right-side) approx. 5 turns.



- Unclip control unit for the fan motor -arrow-

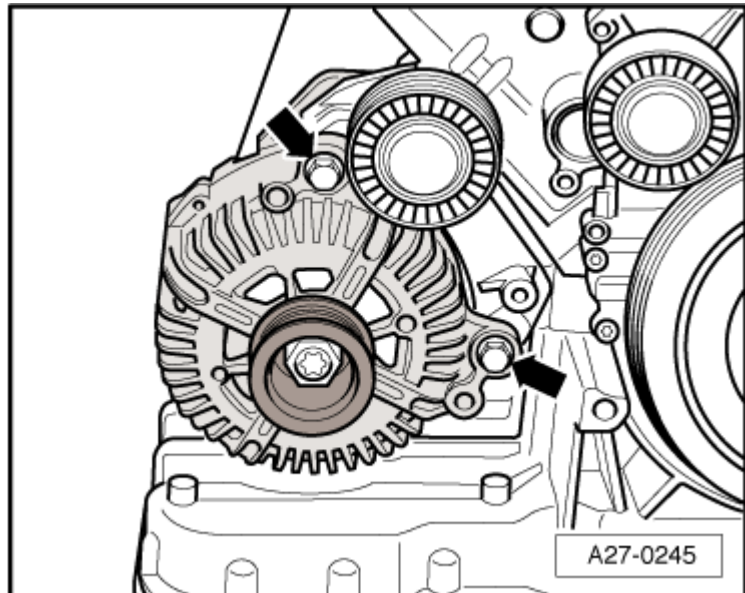
- Place the control unit for fan motor to side with wiring still attached.



- Unscrew bolts -arrows- at alternator.

**Note**

- ♦ If alternator sticks in retainer, screw bolt back in again down to the last 2 turns.
- ♦ Tap carefully on bolt heads with flat side of hammer to release threaded bushes of alternator mount.



- Detach wires -1- and -2- at alternator.
- Remove alternator.

Installing

Installation is carried out in the reverse order; note the following:

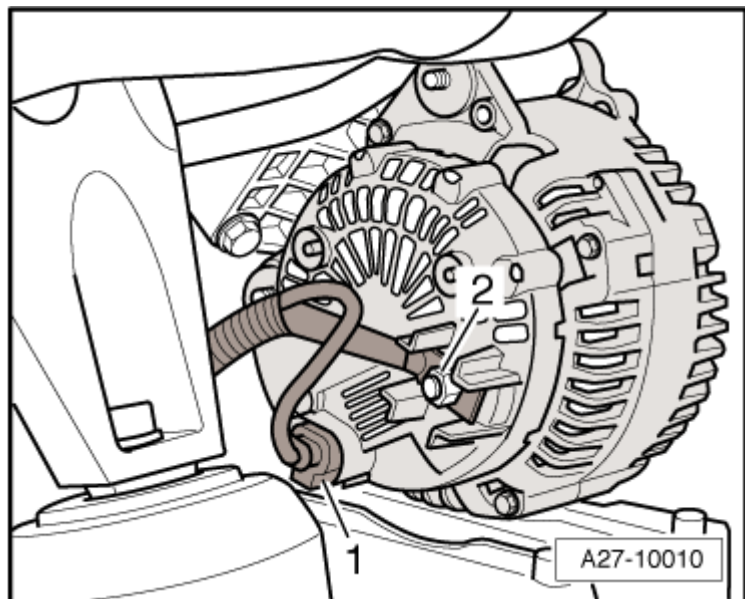
**Note**

Renew self-locking nuts.

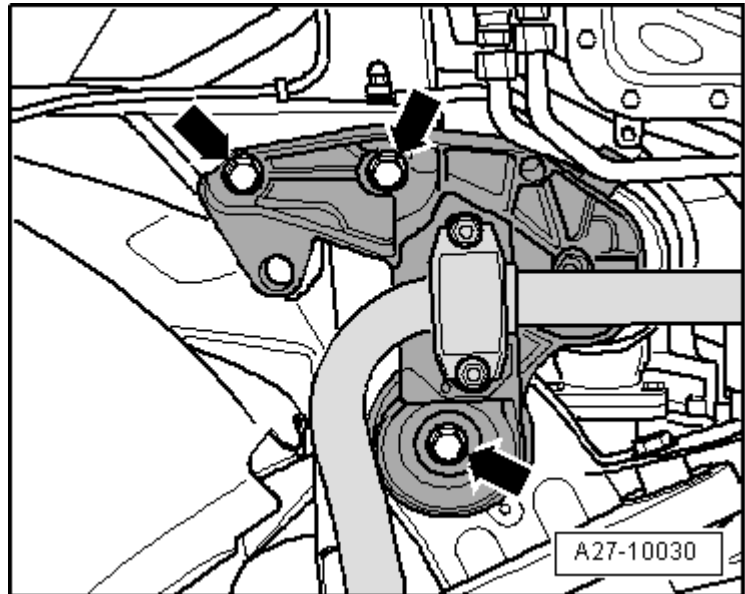
- To facilitate positioning of alternator, drive back bushes for securing bolts slightly.

**Note**

Stiff alternator mount bushes must be freed; otherwise the clamping force of the bush will not be adequate even when the bolts are tightened to the correct torque.



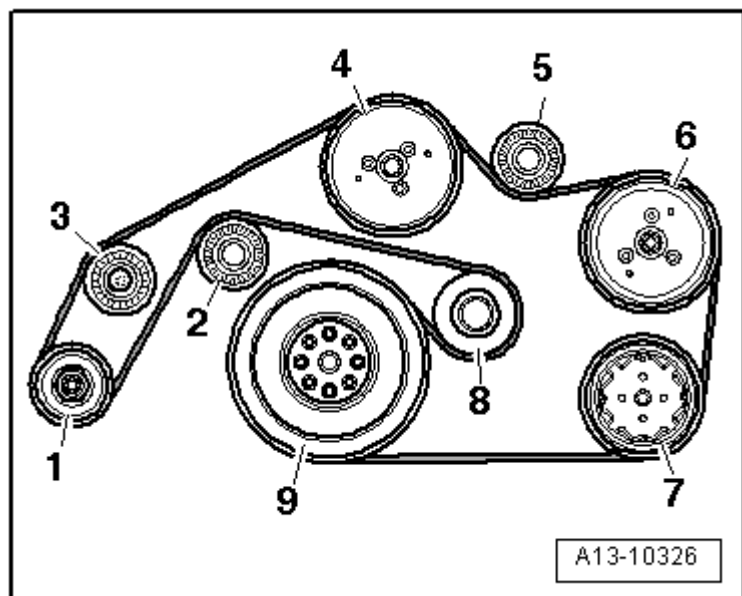
- Renew bolts -arrows- for engine mounting one by one.
- Tighten bolts of engine mounting →Rep. Gr.40.
- Secure ATF pipes →Rep. Gr.37.



- Fit poly V-belt onto pulleys in the following sequence.
 - 1 - Alternator
 - 2 - Idler roller
 - 3 - Idler roller
 - 4 - Coolant pump
 - 5 - Idler roller (depending on version)
 - 6 - Power steering pump
 - 7 - Air conditioner compressor
 - 8 - Tensioner for poly V-belt
 - 9 - Vibration damper

**Note**

When installing poly V-belt, make sure it is properly seated on pulleys.



- Vehicles with air suspension: install bracket with air supply unit →Rep. Gr.43.
- Connect battery. Steps required →Anchor.
- Start engine and check that belt runs properly.
- Check ATF level →Rep. Gr.37.

Tightening torques

Component	Nm
Alternator to engine	22
30/B+ terminal to alternator	16