Maintenance

Golf 2013 ➤
Golf Sportsvan 2015 ➤
Golf Variant 2014 ➤
e-Golf 2014 ➤

Edition 11.2021

Engines ⇒	Petrol/hybrid engine
Displacement l	1.4
Engine code	**CUKB**
Power kW at rpm	110/5000
Torque Nm at rpm	250/1400-3500
Bore ∅ mm	74.5
Stroke mm	80.0
Compression ratio	10.0
Injection/ignition	Motronic MED17.5.21 TSI turbocharger
RON unleaded, at least	95 (in exceptional circumstances at least 91 RON, but with reduced output)
RON Ethanol 85	---
Camshaft drive	Toothed belt

Golf 5G1 diesel engines

Engines ⇒	Diesel engine	Diesel engine	Diesel engine	Diesel engine
Dis-place-ment l	1.6	1.6	2.0	2.0
Engine code	**CLHA**	**CLHB**	**CRBB**	**CRBC**
No. of cylin-ders/valves per cylinder	4/4	4/4	4/4	4/4
Power kW at rpm	77/3000-4000	66/3000-4000	105/3500-4000	110/4000
Torque Nm at rpm	250/1500-2750	230/1500-2750	320/1750-3000	320/1750-3000
Bore ∅ mm	79.5	79.5	81.0	81.0
Stroke mm	80.5	80.5	95.5	95.5
Compression ratio	16.2	16.2	16.2	16.2
Injection/ignition	TDI common rail	TDI common rail	TDI common rail	TDI common rail
Diesel particulate filter	Yes	Yes	Yes	Yes
Camshaft drive	Toothed belt	Toothed belt	Toothed belt	Toothed belt

Vehicles with factory-fitted diesel particulate filter can be identified by production control number 7MJ or 7MM on the vehicle data sticker.

Engines ⇒	Diesel engine
Displacement l	2.0
Engine code	**CRGA**
No. of cylinders/valves per cylinder	4/4
Power kW at rpm	130/3500-4000
Torque Nm at rpm	350/1750-3000
Bore ∅ mm	81.0
Stroke mm	95.5

Vehicles with diesel particulate filter (fitted ex-factory) can be identified by production control number 7MM on the vehicle data label.

Engines ⇒	Diesel engine	Diesel engine	Diesel engine	Diesel engine
Displacement l	2.0	1.6	1.6	1.6
Engine code	**CRVA**	**CXXA**	**CXXB**	**DBKA**
No. of cylinders/valves per cylinder	4/4	4/4	4/4	4/4
Power kW at rpm	81/3500	66/2750-4800	81/3250-4000	81/3250-4000
Torque Nm at rpm	250/1250-2500	230/1400-2750	250/1500-3000	250/1500-3000
Bore ∅ mm	81.0	79.5	79.5	79.5
Stroke mm	95.5	80.5	80.5	80.5
Compression ratio	16.2	16.2	16.2	16.2
Injection/ignition	TDI common rail	TDI common rail	TDI common rail	TDI common rail
Diesel particulate filter	no PMS[1)]	Yes	Yes	Yes
Camshaft drive	Toothed belt	Toothed belt	Toothed belt	Toothed belt

Vehicles with diesel particulate filter (fitted ex-factory) can be identified by production control number 7MM on the vehicle data label.

[1)] PMS: particulate reduction system

Engines ⇒	Diesel engine	Diesel engine	Diesel engine
Displacement l	2.0	1.6	1.6
Engine code	**DCYA**	**DDYA**	**DDYB**
No. of cylinders/valves per cylinder	4/4	4/4	4/4
Power kW at rpm	110/3500-4000	85/3000-4000	66/3000-4000
Torque Nm at rpm	340/1750-3000	250/1500-3000	230/1500-3000
Bore ∅ mm	81.0	79.5	79.5
Stroke mm	95.5	80.5	80.5
Compression ratio	16.2	16.2	16.2
Injection/ignition	TDI common rail	TDI common rail	TDI common rail
Diesel particulate filter	Yes	Yes	Yes
Camshaft drive	Toothed belt	Toothed belt	Toothed belt

Vehicles with diesel particulate filter (fitted ex-factory) can be identified by production control number 7MM on the vehicle data label.

2.2.5 Interior filter

Scope of work	Climate and traffic conditions usual for passenger vehicles	Countries with high levels of dust ⇒ page 38
Interior filter: clean housing and renew filter element • Applies only to Polo (6R1 & 6C1) and up!	Every 30,000 km or 2 years [1]	Max. 1 year or 30,000 km [1]
Interior filter: clean housing and renew filter element	Every 60,000 km or 2 years [1]	Max. 1 year or 30,000 km [1]

[1] Whichever occurs first.

2.2.6 Panoramic sliding sunroof

Scope of work	Climate and traffic conditions usual for passenger vehicles	Countries with high levels of dust ⇒ page 38
Panoramic sliding sunroof • With colourless special lubricant: in countries with low dust levels, check only function and noise. In countries with high dust levels, the panorama sliding roof must continue to be cleaned and lubricated.	---	Max. 1 year or 15,000 km [1]
Panoramic sliding sunroof • If the lubricating paste is grey, clean and grease guide rails and clean wind deflector.	After 60,000 km or 3 years then every 60,000 km or 2 years [1]	Max. 1 year or 15,000 km [1]

[1] Whichever occurs first.

2.2.7 Sliding sunroof drains at front and water drain valves at rear

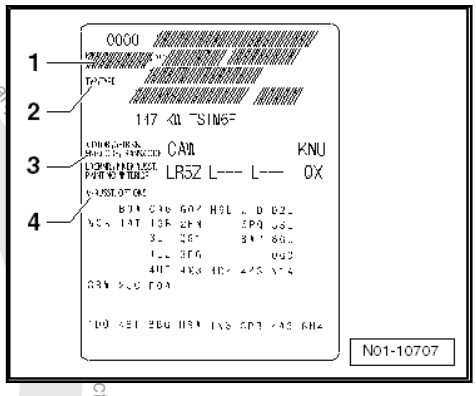
Scope of work	Climate and traffic conditions usual for passenger vehicles	Countries with high levels of dust ⇒ page 38
Sliding sunroof drains at front: check for blockage, clean if necessary	Max. 2 years or 30,000 km [1]	Max. 1 year or 15,000 km [1]
Sliding sunroof drains at rear (Golf saloon): check for blockage, clean if necessary		
Water drain valves at rear (Golf Estate, Golf SV): check for blockages, clean if necessary		

[1] Whichever occurs first.

Description of work for removing lock carrier trim

⇒ General body repairs, interior; Rep. gr. 70; Luggage compartment trims; Removing and installing lock carrier trim

The sticker contains the following data of the vehicle



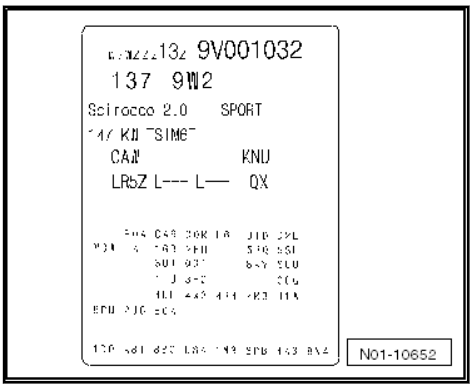
1 - Vehicle identification number

2 - Vehicle type, motor output, gearbox

3 - Motor and gearbox codes, paint number, interior equipment

4 - Optional equipment, PR numbers

The sticker in service schedule includes the same data. The legend can be found below the sticker.



3.8 Countries with hot climate

- Countries with hot and super hot climates have elevated peak temperatures (50°C) compared with the European average (25°C).
- Locally high ambient temperatures have an influence on the longevity of the engine, gearbox and coolant circuit, such as journeys uphill and at higher speeds as well as start/stop operation.

Abu Dhabi	Lebanon
Algeria	Libya
Egypt	Mexico
Afghanistan	Morocco
Bahrain	Niger
Burkina Faso	Oman
China	Puerto Rico
Dubai	Palestine
Djibouti	Pakistan

4 Descriptions of work

Swivel joints and axle mountings: inspecting ⇒ page 47

All-wheel drive coupling: changing oil ⇒ page 146

Automatic headlight control and static cornering light: checking function ⇒ page 48

Automatic gearbox 09G: changing ATF ⇒ page 50

Front passenger airbag: checking key switch and “ON/OFF function” ⇒ page 50

Battery (12V): checking battery terminal clamps for secure seating ⇒ page 51

Battery (12V): checking with battery tester (always refer to workshop manual) ⇒ page 56

Battery (12V): checking (only applicable for Golf GTE and e-Golf) ⇒ page 56

Status of battery (12V): reading - sending diagnosis protocol via online connection ⇒ page 57

Tyres: checking condition, wear pattern, tyre pressure and tread depth ⇒ page 57

Brake and clutch system: changing brake fluid ⇒ page 102

Brake system and shock absorbers: inspecting for leaks and damage ⇒ page 109

Brakes, front and rear: checking thickness of brake pads and condition of brake discs ⇒ page 110

Brake fluid level: checking ⇒ page 112

Dual clutch gearbox 0D9: changing gear oil and filter ⇒ page 114

Dual clutch gearbox 0DD: changing gear oil ⇒ page 114

Diesel fuel filter: draining ⇒ page 161

Diesel fuel filter: renewing ⇒ page 162

Diesel particulate filter: checking ⇒ page 114

Three-phase current drive: calibrating ⇒ page 114

Window regulators: checking positioning (open and close functions) ⇒ page 115

Natural gas system: inspecting natural gas tank for corrosion and leakage ⇒ page 115

Natural gas system: checking wax layer between natural gas fuel tank and fuel tank shut-off valve ⇒ page 120

CNG tank: renewing ⇒ page 121

Natural gas filler connection and sealing cap: checking condition, cleaning if necessary and checking seal ⇒ page 121

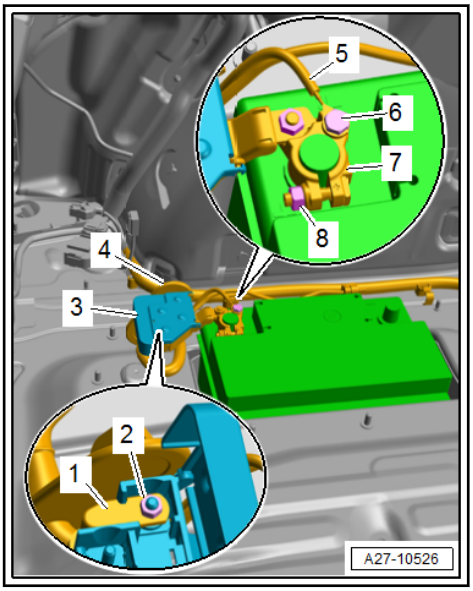
Fault memories of all systems: reading with vehicle diagnostic tester and correcting possible faults according to repair guidelines ⇒ page 122

Assembly overview - dual controls ⇒ page 122

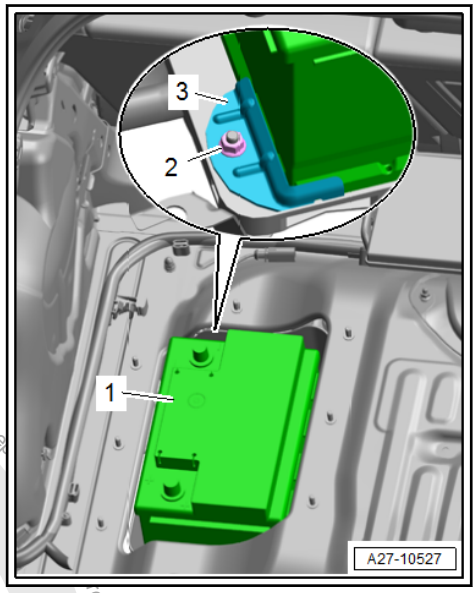
Dual controls, greasing components ⇒ page 128

Dual controls, checking secure fit of bolts ⇒ page 139

Assembly overview - warning buzzer for control mechanism ⇒ page 142



– Manually check battery -1- for firm seating. If necessary, re-tighten securing nut -2- on securing bracket -3- to specified torque.



Install in reverse order of removal. Observe specified torques while doing so.

Torque setting	Nm
Battery cover nuts	9
Nuts of battery terminal clamps	6
Securing bracket nut	20

Carry out following procedures after connecting battery:

Procedure

⇒ Electrical system; Rep. gr. 27; Battery; Disconnecting and connecting battery

Part number -5G0 010 841 R-	Golf			
	Half payload kPa/bar		Full payload kPa/bar	
Tyre size	**Front**	**Rear**	**Front**	**Rear**
T125/70 R18 99M[1)]				

1) Spare wheel

Part number -5G0 010 841 T-	Golf			
	Half payload kPa/bar		Full payload kPa/bar	
Tyre size	**Front**	**Rear**	**Front**	**Rear**
205/55 R16 91V	250/2.5	250/2.5	270/2.7	300/3.0
225/45 R17 91W				
225/40 R18 92Y				
225/35 R19 88Y	280/2.8	280/2.8	300/3.0	330/3.3

1) Spare wheel

Part number -5G0 010 842 A-	Golf			
	Half payload kPa/bar		Full payload kPa/bar	
Tyre size	**Front**	**Rear**	**Front**	**Rear**
205/55 R16 91V	240/2.4	240/2.4	260/2.6	300/3.0
225/45 R17 91W				
225/40 R18 92Y				
225/35 R19 88Y	260/2.6	260/2.6	280/2.8	310/3.1
T125/70 R16 96M[1)]	415/4.2			
T125/70 R18 99M[1)]				

1) Spare wheel

Part number -5G0 010 841 E-	Golf			
	Half payload kPa/bar/psi		Full payload kPa/bar/psi	
Tyre size	**Front**	**Rear**	**Front**	**Rear**
205/55 R16	230/2.3/33	230/2.3/33	250/2.5/36	290/2.9/42
205/50 R17				
225/45 R17				
225/40 R18	260/2.6/38	260/2.6/38	280/2.8/41	310/3.1/45
225/35 R19				
Emergency spare tyre	415/4.2/61			

Part number -5G0 010 000 DA-	Golf			
	Half payload kPa/bar		Full payload kPa/bar	
Tyre size	**Front**	**Rear**	**Front**	**Rear**
225/35 R19 88Y				
T125/70 R16 96M[1)]	415/4.2			
T125/70 R18 99M[1)]				

1) Spare wheel

Part number -5G0 010 000 CS-	Golf			
	Half payload kPa/bar		Full payload kPa/bar	
Tyre size	**Front**	**Rear**	**Front**	**Rear**
225/45 R17 91W	250/2.5	250/2.5	270/2.7	300/3.0
225/40 R18 92Y				
225/35 R19 88Y	280/2.8	280/2.8	300/3.0	330/3.3
T125/70 R18 99M[1)]	415/4.2			

1) Spare wheel

Part number -5G0 010 000 GA-	Golf			
	Half payload kPa/bar/psi		Full payload kPa/bar/psi	
Tyre size	**Front**	**Rear**	**Front**	**Rear**
235/35 R19 91Y	250/2.5/36	250/2.5/36	280/2.8/41	300/3.0/44
225/40 R18 92Y				
205/50 R17 93H M+S				
225/40 R18 92V M+S	280/2.8/41	280/2.8/41	300/3.0/44	320/3.2/46
T125/70 R18[1)]	415/4.2/61			

1) Spare wheel

Part number -5G0 010 000 FQ- Part number -5G0 010 000 FR-	Golf					
	Half payload kPa/bar/psi		Half load, comfort kPa/bar/psi		Full payload kPa/bar/psi	
Tyre size	**Front**	**Rear**	**Front**	**Rear**	**Front**	**Rear**
All [1)]	270/2.7/39	270/2.7/39	240/2.4/35	240/2.4/35	270/2.7/39	280/2.8/41

1) Valid for all authorised wheel/tyre combinations. ⇒ Wheels and tyres guide; Rep. gr. 44; Wheels, tyres, vehicle geometry; Wheel and tyre combinations

1) Spare wheel

Part number -5G0 010 000 B-		Golf Estate		
Part number -5G0 010 000 C-				
	Half payload kPa/bar/psi		Full payload kPa/bar/psi	
Tyre size	**Front**	**Rear**	**Front**	**Rear**
195/65 R15	210/2.1/30	210/2.1/30	230/2.3/33	280/2.8/41
205/55 R16				
225/45 R17				
205/50 R17	240/2.4/35	240/2.4/35	260/2.6/38	310/3.1/45
225/40 R18				
T125/70 R16[1)]	415/4.2/61			
T125/70 R18[1)]				

1) Spare wheel

Part number -5G0 010 873 H-		Golf Estate		
Part number -5G0 010 873 P-				
Part number -5G0 010 000 DJ-				
Part number -5G0 010 000 DP-				
	Half payload kPa/bar/psi		Full payload kPa/bar/psi	
Tyre size	**Front**	**Rear**	**Front**	**Rear**
205/55 R16	230/2.3/33	230/2.3/33	250/2.5/36	300/3.0/44
225/45 R17				
205/50 R17	250/2.5/36	250/2.5/36	270/2.7/39	320/3.2/46
225/40 R18				
T125/70 R16[1)]	415/4.2/61			
T125/70 R18[1)]				

1) Spare wheel

Part number -5G0 010 873 K-		Golf Estate		
Part number -5G0 010 873 R-				
	Half payload kPa/bar/psi		Full payload kPa/bar/psi	
Tyre size	**Front**	**Rear**	**Front**	**Rear**
195/65 R15	210/2.1/30	210/2.1/30	230/2.3/33	280/2.8/41
205/55 R16				
225/45 R17				
205/50 R17	230/2.3/33	230/2.3/33	250/2.5/36	300/3.0/44
225/40 R18				
T125/70 R18[1)]	415/4.2/61			

1) Spare wheel

Part number -5G0 010 000 HG-	Golf Estate					
	Half payload kPa/bar/psi		Half load, comfort kPa/bar/psi		Full payload kPa/bar/psi	
Tyre size	**Front**	**Rear**	**Front**	**Rear**	**Front**	**Rear**
All [1]	260/2.6/38	260/2.6/38	230/2.3/33	230/2.3/33	260/2.6/38	300/3.0/44
T125/70 R16 [2]	415/4.2/61					
T125/70 R18 [2]						

[1] Valid for all authorised wheel/tyre combinations. ⇒ Wheels and tyres guide; Rep. gr. 44; Wheels, tyres, vehicle geometry; Wheel and tyre combinations

[2] Spare wheel

Part number -5G0 010 000 HK-	Golf Estate					
	Half payload kPa/bar/psi		Half load, comfort kPa/bar/psi		Full payload kPa/bar/psi	
Tyre size	**Front**	**Rear**	**Front**	**Rear**	**Front**	**Rear**
All [1]	250/2.5/36	250/2.5/36	---	---	270/2.7/39	320/3.2/46
T125/70 R16 [2]	415/4.2/61					
T125/70 R18 [2]						

[1] Valid for all authorised wheel/tyre combinations. ⇒ Wheels and tyres guide; Rep. gr. 44; Wheels, tyres, vehicle geometry; Wheel and tyre combinations

[2] Spare wheel

Part number -5G0 010 000 HP-	Golf Estate					
	Half payload kPa/bar/psi		Half load, comfort kPa/bar/psi		Full payload kPa/bar/psi	
Tyre size	**Front**	**Rear**	**Front**	**Rear**	**Front**	**Rear**
All [1]	230/2.3/33	270/2.7/39	200/2.0/29	240/2.4/35	250/2.5/36	300/3.0/44
T125/70 R16 [2]	415/4.2/61					
T125/70 R18 [2]						

[1] Valid for all authorised wheel/tyre combinations. ⇒ Wheels and tyres guide; Rep. gr. 44; Wheels, tyres, vehicle geometry; Wheel and tyre combinations

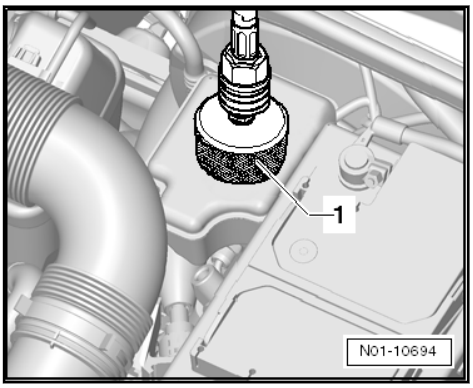
[2] Spare wheel

Connecting brake filling and bleeding equipment

Note

- *The bleeder hose must be firmly seated on bleeder valve so that no air can enter the brake system.*
- *There must always be sufficient brake fluid in the brake reservoir so that no air can enter the brake system through the reservoir.*
- *Start with front right brake caliper on RHD vehicles.*

– Screw adapter -1- onto brake fluid reservoir.

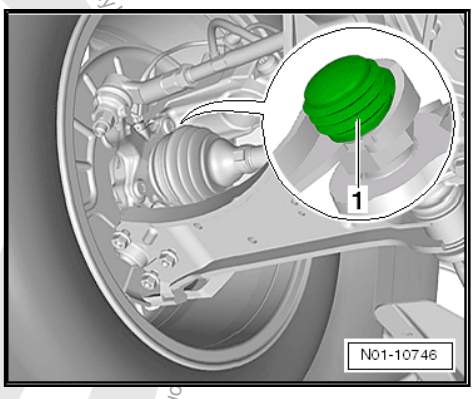


– Connect filler hose from brake filling and bleeding unit to adapter -1-.

– Set correct pressure on brake filling and bleeding equipment ⇒ Operating Manual, and switch on brake filling and bleeding equipment.

Front axle

– Remove cap -1- from bleeder valve of front left brake caliper.



– Push collector bottle bleeder hose -1- onto front left bleeder valve.

4.18 Electric windows: checking positioning (open and close functions)

Note

The automatic opening and closing features for the electric windows do not function after disconnecting and reconnecting the battery. Therefore, before a new vehicle is delivered, the window regulators must be reactivated. Once the windows have been reactivated, the battery must not be disconnected again.

CAUTION

After batteries have been disconnected and reconnected the roll-back function of the electric window regulators is disabled. Severe pinching injuries could result!

– Reposition window regulator.

Carry out the following procedure to reactivate the automatic functions of the window regulators:

Note

The following work description applies to the front left window regulator. Reactivate the other window automatic functions in the same manner by operating the respective switch in the driver door.

– Switch on ignition.
– Close all doors and windows completely.
– Pull window regulator button upwards.
– Hold button in this position for at least 1 second.
– Release button, and pull it upwards again.
– Hold button in this position for at least 1 second.
– Switch off ignition.

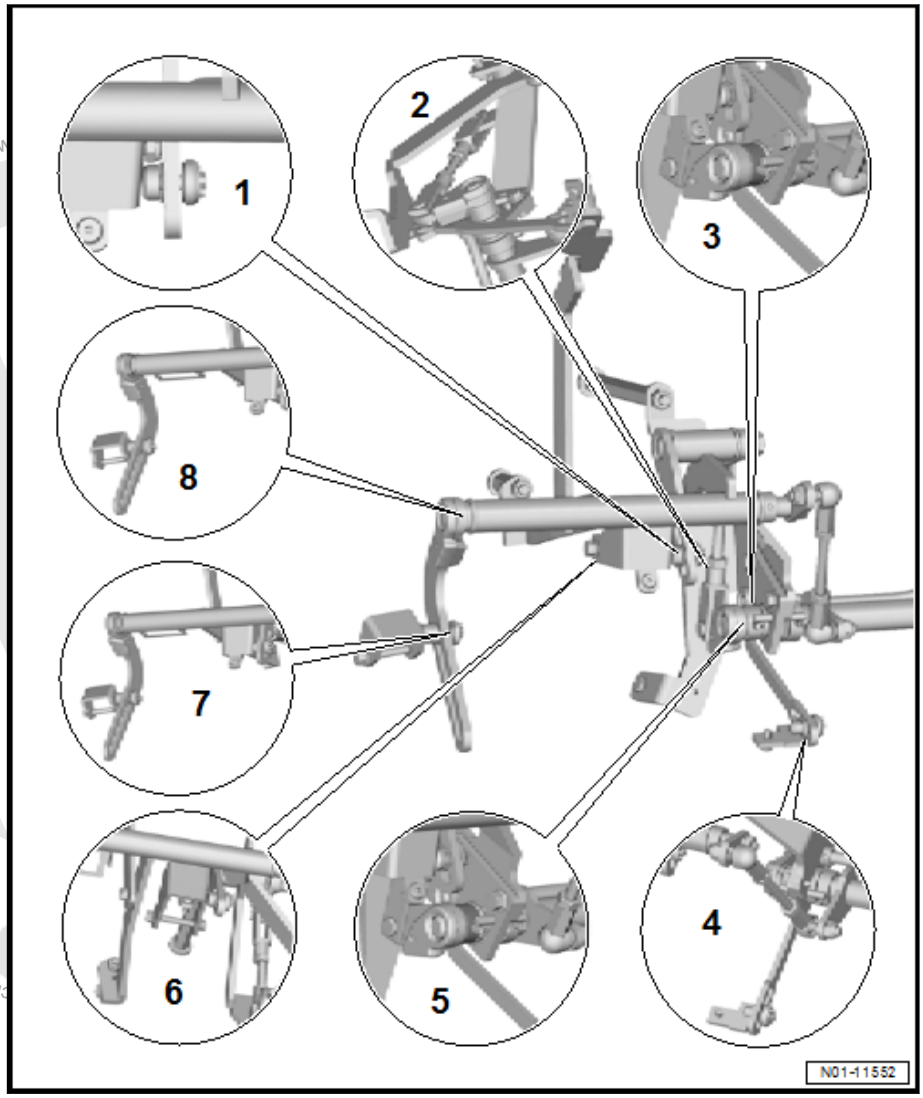
The one-touch opening and closing function is now ready for use.

Note

The positioning of one or more window regulators can be reactivated at the same time.

4.19 Natural gas system: visually inspecting natural gas tank for corrosion and leakage

Special tools and workshop equipment required



1 - Slotted lever of brake pedal drive

- ❑ Grease slotted lever of brake pedal drive ⇒ page 128 .

2 - Push rod of brake pedal drive

- ❑ Grease push rod of brake pedal drive ⇒ page 131 .

3 - Shaft for brake and clutch pedal drive in mounting bracket, right mounting

- ❑ Grease shaft for brake and clutch pedal drive in mounting bracket, right mounting ⇒ page 133 .

4 - Slotted lever of accelerator pedal drive

- ❑ Grease slotted lever of accelerator pedal drive ⇒ page 130 .

5 - Shaft for brake and clutch pedal drive in mounting bracket, left mounting

- ❑ Grease shaft for brake and clutch pedal drive in mounting bracket, left mounting ⇒ page 134 .

6 - Mounting bracket for brake pedal drive

- ❑ Check firm seating of threaded connection ⇒ page 139 .
- ❑ 10 Nm

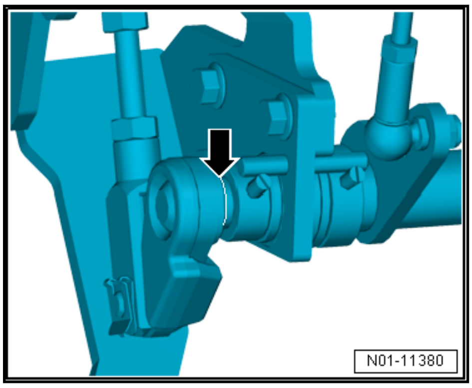
7 - Clutch pedal drive

- ❑ Grease clutch pedal drive ⇒ page 136

8 - Shaft mounting for clutch pedal drive

- ❑ Grease shaft mounting for clutch pedal drive ⇒ page 136

4.24.4 Assembly overview - dual controls, driver side, automatic gearbox, Golf SV



– Check that the dual controls are free to move and are not damaged.

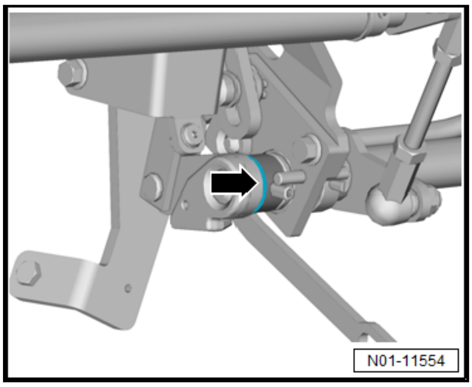
– Check that clutch pedal and brake pedal are properly engaged.

– Check firm seating of accelerator pedal.

Golf SV, manual gearbox

– Switch off ignition and remove the key.

– Clean shaft mounting -arrow- using a non-fibrous, lint-free cloth and grease it using special lubricant -G 052 172 M2-.



– Check that the dual controls are free to move and are not damaged.

– Check that clutch pedal and brake pedal are properly engaged.

– Check firm seating of accelerator pedal.

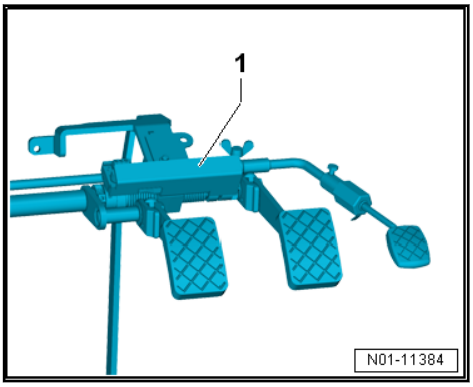
Golf SV, automatic gearbox

– Switch off ignition and remove the key.

– Clean shaft mounting -arrow- using a non-fibrous, lint-free cloth and grease it using special lubricant -G 052 172 M2-.

Adjusting switching point of warning buzzer for control mechanism

The control mechanism with warning buzzer -1- is installed in the front passenger footwell.



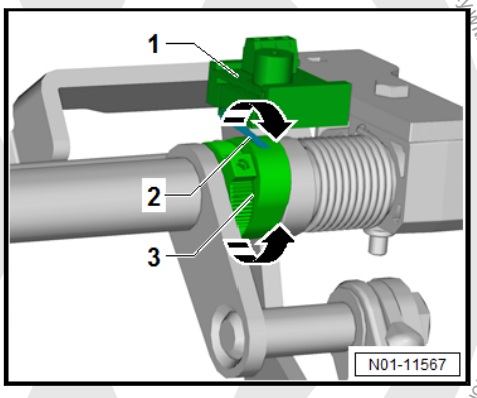
The control mechanism with warning buzzer outputs an audible signal if the dual controls in the front passenger footwell are operated.

There are two switches: one for the brake pedal, and one for the clutch pedal. The procedure for adjusting the switching point is the same for both switches.

The switching point is to be adjusted by turning the eccentric adjuster.

– Activate the control mechanism with warning buzzer.

– Loosen clamping bolt so that the eccentric adjuster -3- can be turned.



– Depress pedal by hand as far as 2 to 3 cm.

– Turn eccentric adjuster -3- until contact of warning buzzer -1- is activated via the operating lever -2- and the warning buzzer sounds.

– Tighten clamping bolt of eccentric adjuster.

– Check switching point again.

Expected behaviour: if the pedal is depressed, the warning signal must sound after a pedal travel of 2 to 3 cm. After the pedal has been released, the warning buzzer must switch off.

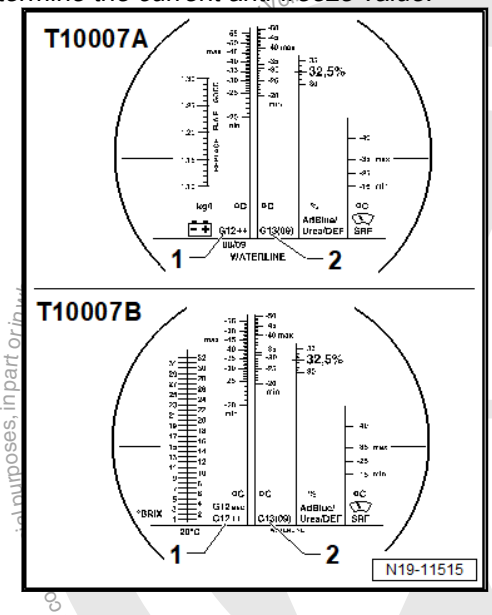
Torque settings

◆ ⇒ o4.27.1 verview - warning buzzer for control mechanism, Golf Saloon", page 142

4.39 Cooling system: checking frost protection and coolant level

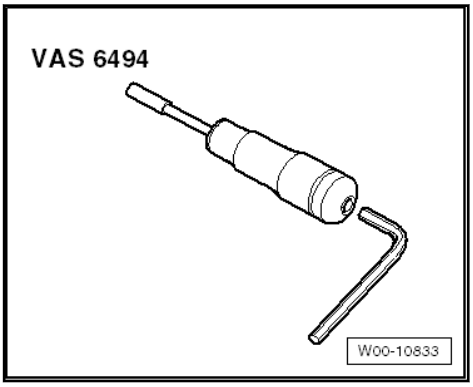
Note

- *Due to the differing constitution of tap water in the various countries and regions, distilled water must be used for mixing with coolant concentrate.*
- *Only use coolant additives approved for the vehicle ⇒ Electronic parts catalogue (ETKA). Other coolant additives may reduce corrosion protection substantially. The resulting damage could lead to loss of coolant and subsequent severe damage to the motor.*
- *Mixed in the proper proportions, coolant inhibits frost and corrosion damage as well as scaling. Such additives also raise the boiling point of the coolant. For this reason, the cooling system must be filled all-year-round with coolant additives.*
- *Because of its high boiling point, the coolant improves engine reliability under heavy loads, particularly in countries with tropical climates.*
- *The refractometer -T10007A- or refractometer -T10007B- must be used to determine the current anti-freeze value.*



- *Scale -1- of the refractometer is calibrated for the coolant additives G12++ and G12evo.*
- *Scale -2- of the refractometer is calibrated for the coolant additive G13.*
- *If it is not possible to ensure that the same type of coolant additive is filled: always determine anti-freeze protection using the scale for G13.*
- *Frost protection must be guaranteed down to -25°C as a minimum and, in countries with arctic conditions, down to approx. -36°C. Increasing the frost protection is permissible only if climatic conditions require stronger frost protection. It may, however, be increased only to a maximum of -48°C. Otherwise, the cooling effect will be impaired.*

- Torque screwdriver -VAS 6494-

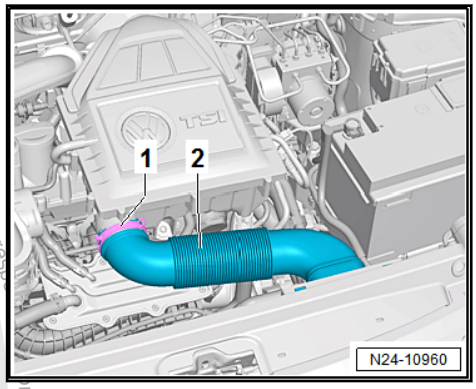


Note

- *Always use genuine part for air filter element: see Electronic parts catalogue (ETKA).*
- *Use a silicone-free lubricant when installing the intake hose.*
- *When installing the air filter element, ensure that it is properly centred in the mounting in lower part of air filter.*
- *Hose connections and hoses for charge air system must be free of oil and grease before assembly. Do not use lubricants containing silicone.*
- *Secure all hose connections with the correct type of hose clips (same as original equipment): see Electronic parts catalogue (ETKA).*

4.43.1 Air filter element: removing and installing, 1.0 l TSI engines

Removing



– Release spring-type clip -1-, and pull off air hose -2-.

4.44.2 Recommendation for using multi-purpose additive for diesel fuel

Note

- *In the following markets with a high risk of coke and deposit formation, the addition of a multi-purpose additive is recommended owing to the lower concentration of additives in the diesel fuel.*
- *Only additives compliant with VW 505 26 (multi-purpose additive G 001 790 M3) may be used.*
- *After adding the additive, it is extremely important to fully refuel the vehicle to achieve optimal effectiveness of the additive.*
- *The multi-purpose additive can also be used in all other markets that are not listed in the table.*

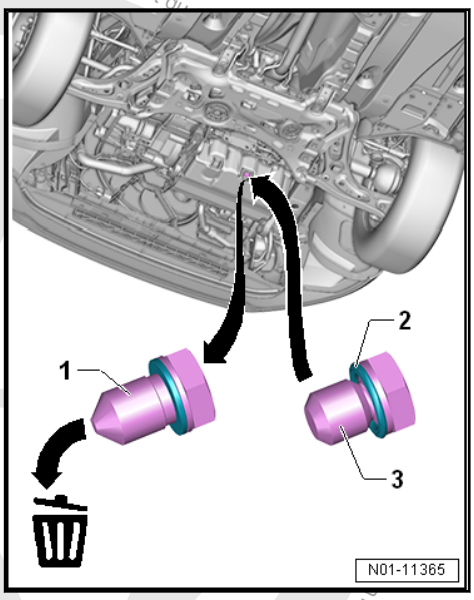
– During each change oil service, fill entire bottle of multi-purpose additive for diesel fuel into regular fuel tank.

Country	
Afghanistan	Liberia
Egypt	Mali
Albania	Morocco
Equatorial Guinea	Mauritania
Argentina	Macedonia
Azerbaijan	Moldova
Belize	Myanmar
Benin	Dutch Overseas Territories
Bhutan	Nigeria
Brazil	Pakistan
Brunei	Panama
Burkina Faso	Paraguay
China	Saudi Arabia
Democratic Republic of the Congo	Senegal
Dominican Republic	Sierra Leone
El Salvador	Zimbabwe
Ivory Coast	Sri Lanka and the Maldives
Fiji	South Africa
Gambia	Sudan
Georgia	South Sudan
Ghana	Surinam
Guatemala	Syria
Guinea	Thailand
Guinea-Bissau	Togo
Guyana	Trinidad and Tobago
Haiti	Chad
Honduras	Turkmenistan
Indonesia	Ukraine
India	USA

Draining engine oil on 1st oil change ⇒ page 185

Draining engine oil after 1st oil change ⇒ page 185

Draining engine oil on 1st oil change



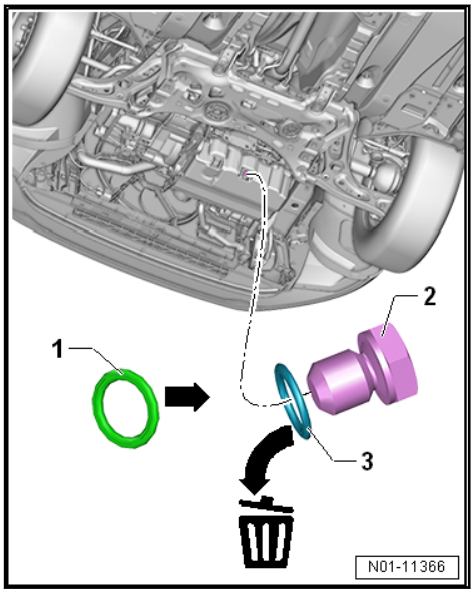
– Unscrew and dispose of oil drain plug with captive seal -1-.
– Let engine oil drain.

Note

Please observe disposal instructions!

– Screw in new oil drain plug -3- with new seal -2- hand-tight first and then tighten it to specified torque.

Draining engine oil after 1st oil change



Golf				
Petrol engines		Oil quantity with filter (l)	VW engine oil standards	
Engine code	Capacity / output		With flexible service	With fixed service
CWVA	1.6 l / 81 kW	4,0	---	502 00
CXDA	2.0 l / 162 kW	5,7	504 00	502 00
CXSA	1.4 l / 90 kW	4,0	504 00	502 00
CYFB	2.0 l / 215 kW	5,7	504 00	502 00
CYVA	1.2 l / 63 kW	4,0	504 00	502 00
CYVB	1.2 l / 81 kW	4,0	504 00	502 00
CZCA	1.4 l / 92 kW	4,0	504 00	502 00
CZDA	1.4 l / 110 kW	4,0	504 00	502 00
CZEA	1.4 l / 110 kW	4,0	504 00	502 00

Golf				
Diesel engines		Oil quantity with filter (l)	VW engine oil standards	
Engine code	Capacity / output		With flexible service	With fixed service
CLHA	1.6 l / 77 kW	4,7	507 00	507 00
CLHB	1.6 l / 66 kW	4,7	507 00	507 00
CRBB	2.0 l / 105 kW	4,7	507 00	507 00
CRBC	2.0 l / 110 kW	4,7	507 00	507 00
CRGA	2.0 l / 130 kW	4.7	---	505 01
CRKA	1.6 l / 66 kW	4,7	507 00	507 00
CRKB	1.6 l / 81 kW	4,7	507 00	507 00
CRLB	2.0 l / 110 kW	4,7	507 00	507 00
CRVA	2.0 l / 81 kW	4,7	---	505 01
CRVC	2.0 l / 105 kW	4,7	---	505 01
CUNA	2.0 l / 135 kW	4,7	507 00	507 00
CXXA	1.6 l / 66 kW	4,7	507 00	507 00
CXXB	1.6 l / 81 kW	4,7	507 00	507 00
CYKB	2.0 l / 81 kW	4,7	507 00	507 00
DBKA	1.6 l / 110 kW	4,7	507 00	507 00
DEJA	2.0 l / 110 kW	5.5	507 00	507 00
DEJB	2.0 l / 81 kW	5.5	507 00	507 00

4.51.2 Golf Estate

Golf Estate				
Petrol engines		Oil quantity with filter (l)	VW engine oil standards	
Engine code	Capacity / output		With flexible service	With fixed service
CHPA	1.4 l / 103 kW	4,0	504 00	502 00
CHPB	1.4 l / 110 kW	4,0	---	502 00
CHZD	1.0 l / 85 kW	4,0	504 00	502 00
CJSB	1.8 l / 132 kW	5,2	504 00	502 00
CJXB	2.0 l / 206 kW	5,7	504 00	502 00
CJXC	2.0 l / 221 kW	5,7	504 00	502 00
CJZA	1.2 l / 77 kW	4,0	504 00	502 00

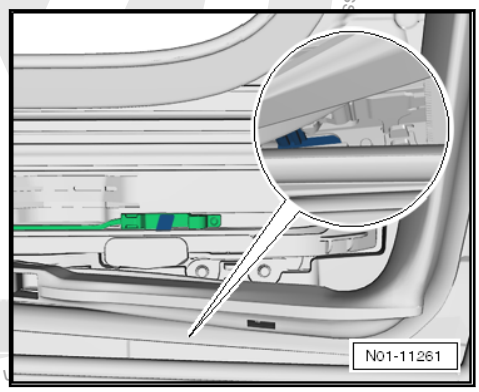
– Open glass panel -1- completely.
– Check seal on roof -3- for damage.
– Clean seal on roof -3- and sealing surfaces on glass panel -2-.

4.52.10 Guide plate: locking

Note

If the blocking element of the control guide becomes disengaged during cleaning or lubricating operations, do not operate the panorama slide sunroof. Risk of damage

Engage control guide as follows:



– Carefully push control guide lever -green- downwards.
– Using a screwdriver, carefully push blocking element -blue- over lever -green- from side.

4.57 Reducing agent (AdBlue®/DEF): changing

Procedure

– ⇒ 4-cylinder common rail (2.0 l, 4V, turbocharger); Rep. gr. 26; SCR system (Selective Catalytic Reduction)

4.58 Tyre pressure indicator: calibrating

Note

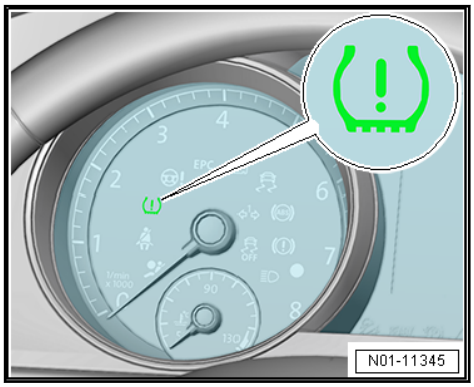
- *The calibration of the Tyre Pressure Loss Indicator must only be performed "after" the tyre pressure has been corrected to the prescribed values.*
- *If no pressure loss and tyre damage are found after a tyre pressure warning, the incorrect warning can be rectified by calibrating.*

Tyre Pressure Loss Indicator compares the speed and thus the rolling circumference and vibrations of the individual wheels via the ABS sensors. If the tyre pressure changes on one or several wheels, the Tyre Pressure Loss Indicator will indicate this in the dash panel insert and the Infotainment system.

The rolling circumference of tyre changes if:

- The tyre pressure is too low.
- The tyre has structural damage.
- The vehicle is loaded more heavily on one side.
- The wheels on one axle are loaded more heavily (e.g. when towing a trailer or when driving in mountains).
- Snow chains are fitted.
- The temporary spare wheel is fitted.
- One wheel per axle has been changed.

The tyre pressure monitoring warning lamp has a yellow warning lamp in the dash panel insert -arrow-.

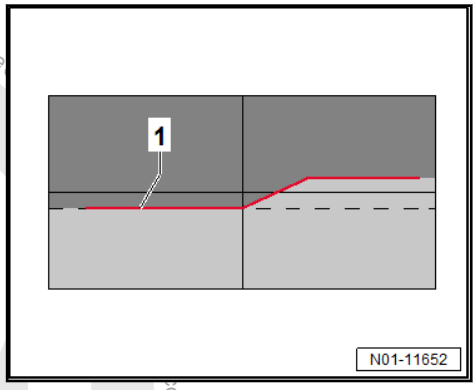


- A "PERMANENT LIGHTING-UP" in conjunction with a warning tone, means "WARNING", pressure loss has been detected, check tyre pressure and carry out calibration.

Calibration:

– Switch on ignition.

– Switch on Infotainment system.

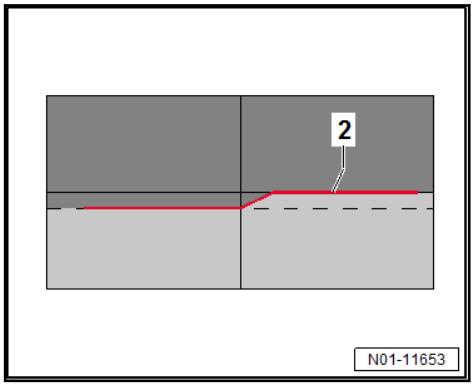


– Check whether the left horizontal light-dark border touches the separating line -1- in the test area of the headlight adjustment unit.

Inclination for SAE VOR halogen headlights

Fill level of fuel gauge	Inclination
0 to 1/2	0.2%
1/2 to 1	0.0%

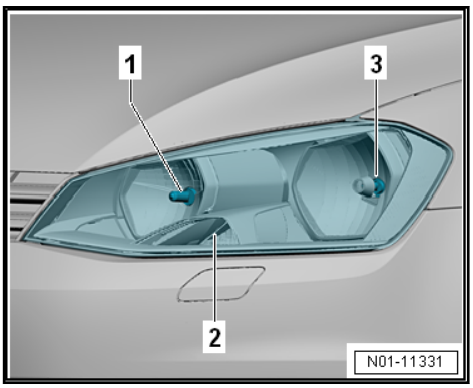
VOR: Visual Optical Aim Right -2-



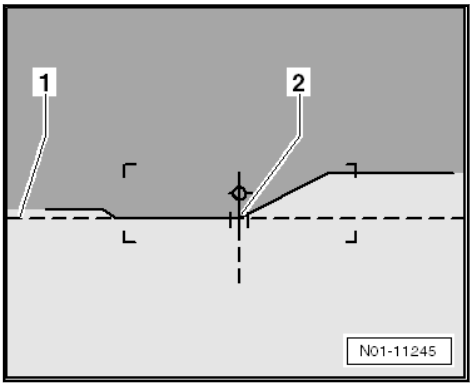
– Check whether the right horizontal light-dark border touches the separating line -2- in the test area of the headlight adjustment unit.

4.61.4 Halogen headlights: adjusting

Overview of halogen headlights, Golf/Golf Estate:



1 - Left daytime running light bulb -L174- or right daytime running light bulb -L175-; left headlight main beam bulb -M30-



– The breaking point -2- between the horizontal part of the light-dark border on the left and the slope on the right should be on the vertical line passing through the centre mark.

4.63.3 Headlight adjustment (SAE): checking

Special tools and workshop equipment required

- Headlight adjustment unit -VAS 621 001-
- Headlight adjustment unit -VAS 621 005-
- Vehicle diagnostic tester

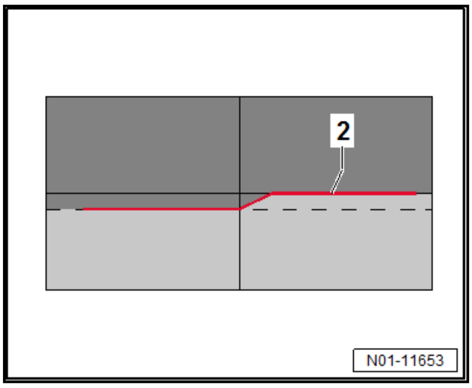
Note

- *The VOL/VOR marking is visible on the outside the headlight.*
- *The lateral adjustment mechanism is sealed on SAE-compliant headlights.*

The inclination on the headlight adjustment unit is set according to the fuel level in the fuel tank.

Inclination setting for SAE-compliant VOL gas discharge headlights, LED headlights and DLA headlights

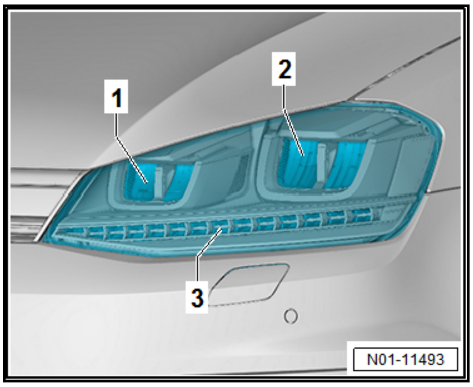
Fill level of fuel gauge	Inclination
0 to 1/2	0.7%
1/2 to 1	0.7%



– Check whether the right horizontal light-dark border touches the separating line -2- in the test area of the headlight adjustment unit.

4.64.4 LED headlights: adjusting

Overview of LED headlights, e-Golf



1 - Reflector for main beam headlight

2 - Reflector for dipped beam headlight

3 - Front left turn signal bulb -M5- or front right turn signal bulb -M7- LED design, no individual renewal possible

Note

The headlight adjustment is subject to a separate charge.

Performing basic setting of headlight range control

ODIS Service
– Connect vehicle diagnostic tester ⇒ page 32 .
– Switch on ignition.
– Carry out identification of vehicle.
– Enter task data, or select “Without task”.
– Select “Control units”.
– Select “Headlight range control”.
– Select “Guided Functions”.
– Select “Basic settings”.
– Follow instructions in “Guided functions” mode.

4.72 Transportation mode: switching off

Note

- *The transportation mode is responsible for assuring the starting capability of vehicle.*
- *Battery discharging is reduced by the transportation mode, because electrical consumers are switched off.*
- *All vehicle functions which are not necessarily used during vehicle transportation and require no-load voltage or battery capacity are switched off with the activated transportation mode, with regard to the service life of battery.*
- *These are especially all functions in the vehicle which can reduce the battery capacity when being misused.*
- *Examples are radios, electronically operated flaps and attachments and anti-theft alarm systems which can produce faults during transportation.*

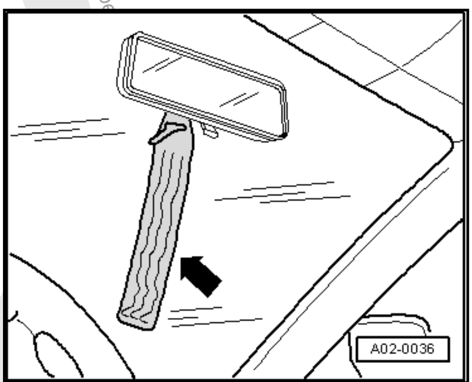
– Switch transportation mode off/on ⇒ page 32 .

4.73 Transportation devices: removing blocking pieces

Note

- *On some models blocking pieces are fitted to the suspension strut piston rod.*
- *The blocking pieces prevent the springs compressing and possible damage to the vehicle when being driven onto a vehicle transporter or railway wagon.*
- *The blocking pieces must be removed without reservation before delivering the vehicle. A notice reading “Warning!” and attached to the interior rear view mirror highlights this point with absolute clarity.*

– Vehicles with blocking pieces fitted to the suspension struts have a label hanging from the mirror -arrow-.

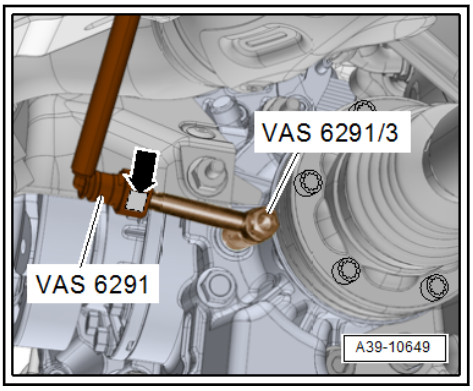


Removing blocking pieces on piston rod

– Relieve weight on coil springs by raising vehicle with a hoist.

– Slide suspension strut protective sleeve -arrow- upwards.

Topping up gear oil



- Make sure to observe all safety precautions and test requirements.

– Route hose of charging device -VAS 6291 A- towards top.

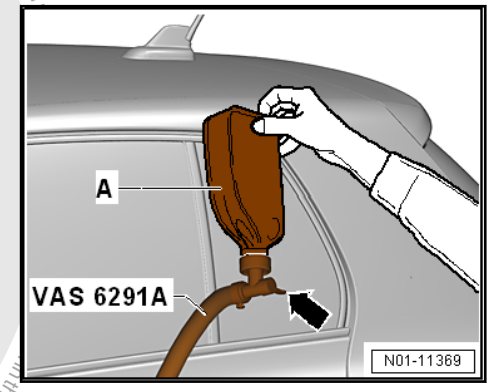
– Screw in adapter for oil filling -VAS 6291/3- as far as stop.

– Engage hose of charging device with adapter for oil filling -VAS 6291/3-.

Note

Make sure that the hose does not sag.

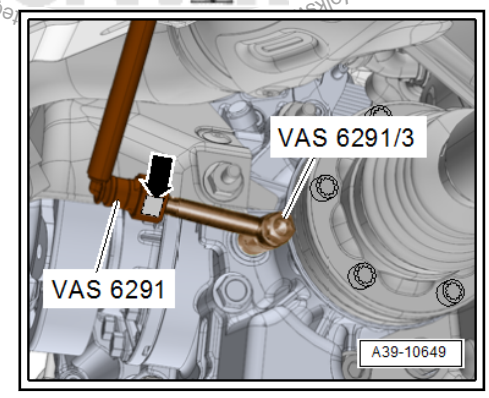
– Check if valve -arrow- is closed.

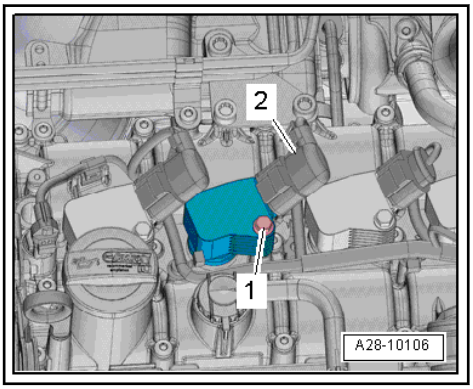


– Screw oil reservoir -A- onto charging device -VAS 6291 A-.

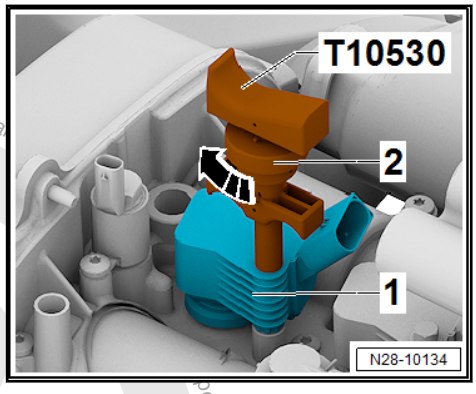
– Open valve -arrow-, and hold oil reservoir up as shown in illustration.

- Gear oil level is OK if gear oil emerges from adapter for oil filling -VAS 6291/3-.

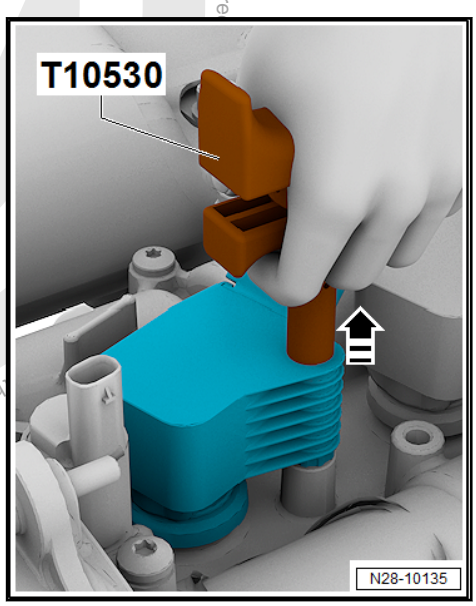




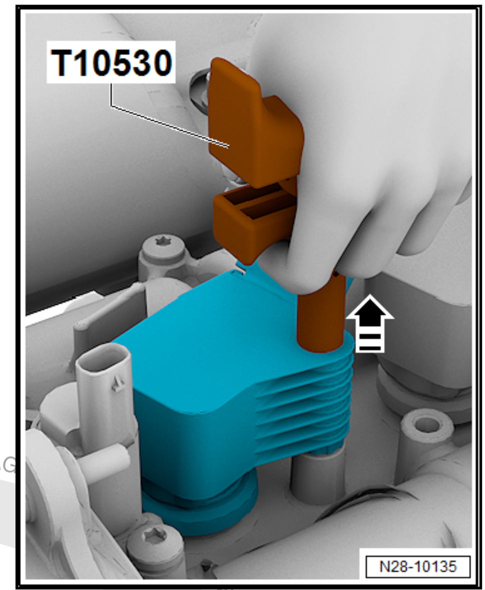
– Unscrew bolt -1-.
– Push puller -T10530- as far as stop into hole of ignition coil -1-.



– Tighten knurled nut -2- in direction of -arrow-.
– Pull ignition coil out of cylinder head cover in direction of -arrow- using puller -T10530-.



Repeat step for all ignition coils with output stage.



Repeat step for all ignition coils with output stage.

Note

- *Observe installation position of ignition coils with output stages!*
- *Ensure that the cables are not kinked or damaged.*

– Unscrew spark plugs using spark plug socket -3122 B-.

Installing

Note

- *When installing new spark plugs, regrease ignition coils with output stage using silicone paste ⇒ ETKA.*
- *The applicable silicone paste is stated in the ETKA along with the corresponding ignition coil and/or spark plug.*

– Screw in new spark plugs and tighten them to specified torque using spark plug socket -3122 B- ⇒ page 286.