

# Tech Note 092

## 7 Speed Volkswagen DSG Gearbox Removal

Ref: TN092

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Issue Number: 1

**Manufacturers:** Audi, Seat, Skoda, VW

**Models:**  
*Audi:* A3, A3 Cabriolet  
*Seat:* Altea, Ibiza, Leon, Toledo  
*Skoda:* Octavia, Superb  
*VW:* Golf, Golf Variant, Touran

**Model Year:** 2008 – onwards

**Engines:** 1.2 TSI, 1.4, 1.4 TSI, 1.6, 1.6 TDI, 1.8 TSI, 1.8 TSFI, 1.9 TDI

**DMF Part No.:** DMF155, DMF 156, DMF158, DMF195, DMF196, DMF 197, DMF208, DMF209, DMF210

**Kit Part No.:** AUK-8614, AUK-8736

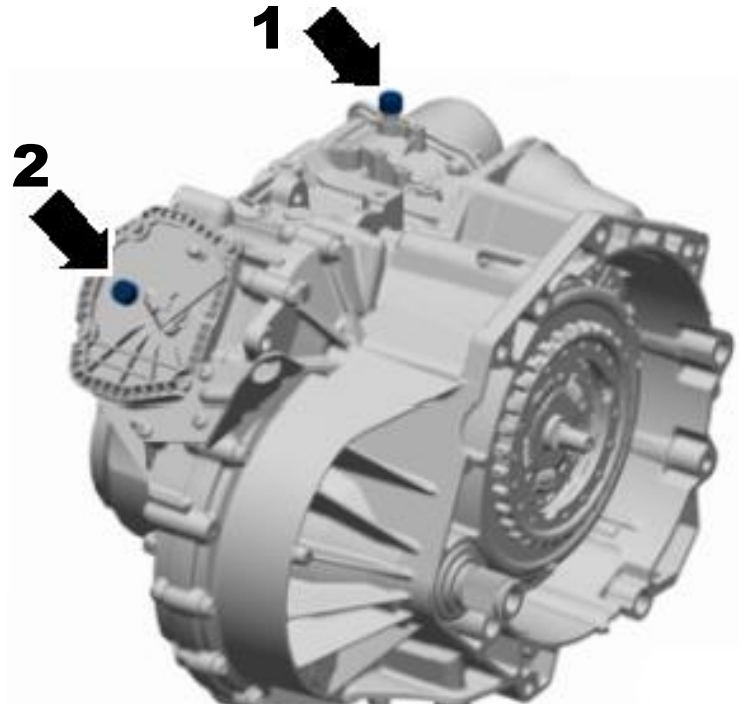


Figure 1: DSG with venting caps for mechatronics (1) and gearbox (2)

When replacing the Dual Mass Flywheel or double clutch, the direct-shift gearbox must be removed. Removing it may cause oil to leak from the gearbox or mechatronics. The mechatronic unit doesn't allow for oil to be topped up or checked. If the oil level is incorrect serious functionality problems will arise in the gearbox controller that can only be fixed by replacing the entire mechatronic unit.

In order to prevent oil from being lost when removing and refitting the gearbox, each kit comes with two plastic sealing plugs. The plugs must be fitted when the gearbox is installed into the vehicle. They are fitted in place of the black venting caps for the mechatronics and gearbox (See Figure 1). After installation is complete, both sealing plugs must be removed and the venting caps refitted.



Note the specifications of the vehicle manufacturer!

**Attention:**

When removing the gearbox, the mechatronic venting device **must** be sealed so that it is oil-tight to ensure there are no leaks.

Please use the correct tools when removing and replacing the clutch. DSG TOOL BOX is available on loan for free when you purchase a DSG clutch from EXEDY.

**Note:**

Do not use impact drivers when working on the DMF!  
Check the needle bearing in the crankshaft!