

# VOLKSWAGEN

GROUP OF AMERICA

MARIA COTTER NAME  
LEAD CAMPAIGN ADMINISTRATOR TITLE  
PRODUCT COMPLIANCE DEPARTMENT  
248-754-5000 PHONE  
248-754-5093 FAX  
NOVEMBER 26, 2008 DATE

Ms. Patricia Wallace  
Recall Analyst for Safety Assurance  
National Highway Traffic Safety Administration  
Attn: Recall Management Division (NVS-215)  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590

VOLKSWAGEN GROUP OF AMERICA, INC  
3800 HAMLIN ROAD  
AUBURN HILLS, MI 48326  
PHONE +1 248 754 5000

**Subject: Revision to Recall Campaigns 08V-157 (20L8/JY) and  
99V-300 (KX00/KX-ZX00/ZX)**

Dear Ms. Wallace:

Pursuant to the requirements set forth in Part 573.6 of Title 49 of the Code of Federal Regulations, we are submitting three (3) copies of the following revised communications for recall campaigns 08V-157 (20L8/JY) and 99V-300 (KX00/KX-ZX00/ZX):

- Dealer notification letter
- Work Procedure and Claiming Instructions

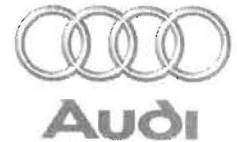
If you have any questions or require additional information, please contact me.

Sincerely,



Maria Cotter  
Lead Campaign Administrator  
Product Compliance -Service and Quality  
Enclosures

Audi of America, Inc.



**SAFETY RECALL INFORMATION**

Audi of America, Inc.  
3800 Hamlin Road  
Auburn Hills, MI 48326  
United States of America  
[www.audiusa.com](http://www.audiusa.com)

November 2008

**Subject: Revisions to Safety Recall 20L8/JY and Safety Recall KX00ZX00/KX-ZX**

Dear Dealer Principal and Service Manager:

This letter is to inform you that the Safety Recalls 20L8/JY and KX00-ZX00/KX-ZX circulars have been revised as follows.

**20L8/JY – Reinforce Fuel Tank Rollover Valve Nipple**

A new date code marking method went into effect for the 3M adhesive (p/n Z3M DP8 005) produced on and after August 22, 2008. An explanation of this new marking method can be found in the revised 20L8/JY campaign circular.

**KX00-ZX00/KX-ZX – Replace Front/Rear Suspension Components and/or Install Rear Spoiler**

Because the kits (8N0 598 998 A and 8N0 598 998 B) used in this action may no longer be available, it may be necessary to order the individual components. The revised KX-ZX/KX00-ZX00 circular contains lists of the individual parts that make up each kit used in this campaign. Additionally, loaner vehicle and car wash can no longer be claimed in this campaign.

Sincerely,

Audi Product Quality and Technical Service

## IMPORTANT INFORMATION

Please inform and provide a copy of this document to every person in your dealership with campaign-related responsibilities, including Service, Parts and Accounting personnel. By law, dealers must correct, prior to delivery for sale or lease, any vehicle that fails to comply with an applicable Federal Motor Vehicle Safety Standard or that contains a defect relating to motor vehicle safety. If you have questions regarding this or any other campaign, please call (800) 741-2919.



# Safety Recall Circular

Code: **20L8/JY**

**Subject: 2001-2004 MY Audi A6 quattro® equipped with 2.7L, 2.8L, or 3.0L  
and 2001-2005 MY Audi allroad quattro® equipped with 2.7L or 4.2L  
Reinforce Fuel Tank Rollover Valve Nipple**

**REVISED**

November 2008

### Revision Summary

New date code method for 3M adhesive Z3M DP8 005 (Julian to Gregorian date conversion calendar is provided)

### Problem Description

Audi has decided that certain model year A6 allroad quattro vehicles may exhibit aging of the plastic material in the fuel tank rollover valve – combined with bending stress from the aluminum ventilation line to the rollover valve nipple – may lead to cracking of the nipple. If this happens, a fuel leak may result. A fuel leak in the presence of an ignition source could lead to a vehicle fire.

### Corrective Action

To prevent or repair cracking at the nipple, dealers will reinforce the nipple on the rollover valve of affected vehicles.

### VIN Range and Production Date of Affected Vehicles

#### U.S.A.

##### 2001-2004 A6 quattro

WAU\_\_\_4B\_1N157331 – WAU\_\_\_4B\_4N104386

##### 2001-2005 allroad quattro

WA1\_\_\_4B\_2N026098 – WA1\_\_\_4B\_5N027457

Production date: June 2, 2001 – June 1, 2005

#### CANADA

##### 2001-2004 A6 quattro

WAU\_\_\_4B\_1N159360 – WAU\_\_\_4B\_4N100648

##### 2001-2005 allroad quattro

WA1\_\_\_4B\_2N029574 – WA1\_\_\_4B\_5N027348

Production date: June 2, 2001 – June 1, 2005

**NOTE:** Check ElsaWeb on the day of repair to verify vehicle eligibility and attach the screen print to the repair order. This is the only valid campaign inquiry and verification source. Some vehicles may be involved in an additional action(s); any additional work can be done while the vehicle is in for this action.

### Allocation Report of Affected Vehicles

In the Service Manager's Package, dealers with affected vehicles received a report containing the VIN, customer name, city, state and zip code. Dealers did not receive a report if they have no affected vehicles.

### Parts Information and Allocation

On or about June 25, 2008 you received an initial allocation of parts. Ensure that these parts are inventoried in a secure manner and are used ONLY for this campaign. If you have exhausted your allocated parts for vehicles affected by this safety recall, but have exceeded your Upper Order Limit, please submit your requests for additional material via email to [upperorderlimits@audi.com](mailto:upperorderlimits@audi.com).

### Owner Notification Mailing

On or about June 27, 2008 Audi began customer notification to all known owners of affected vehicles. A sample copy of this letter is enclosed.

### Special Tools

Special tools are required for this action:

- Applicator gun VAS 5155
- Feed plunger VAS 5155/3

Dealers received one (1) each of the above-mentioned special tools, free of charge. Additional or replacement tools can be obtained at dealer expense by calling Equipment Solutions at 1 (800) 892-9650.

### Claim Entry Procedure

Immediately upon completion of the repair work, enter the correct code listed in the chart on the following page. Claims will only be paid for vehicles that show this campaign open in ElsaWeb on the day of the repair. To help ensure prompt and proper payment, attach the screen print to the repair order.

## Saga Claim Entry Procedure

Check in the system Service-Online, FISH (VSI), to determine whether the "20L8" campaign is open.

**Service No.:** 20L8

**Damage Code:** 0099

**Parts Manufacturer - Removed part:** Use vendor code 002.

### Claim Type

Sold vehicle = 7 10

Unsold vehicle = 7 90

### Criteria Code 4B

- Check fuel tank rollover valve; if mold is present & repair is completed, NO further work required

**Repair operation:** 2010 01 99                      20 TU

### Criteria Code 4B

- Reinforce fuel tank rollover valve nipple

**Repair operation:** 2010 05 99                      200 TU

1	Repair kit	4B0 298 403
6	Bolt	N 019 926 1
1	Gasket	183 521 141A
2	191 253 141F	Exhaust clamp ( <i>if needed</i> )
2	Mixing nozzle	D 001 001
2	3M™ adhesive	Z3MDP8005
0.10	Butyl adhesive/sealant	AKL 450 005 05

***There is NO reimbursement for Vehicle Wash***

### Outside Labor

Loaner (one day max.)

**LOAN16D1**    up to \$40(USD)      \$40(CAD)

### If Customer Refuses Repairs:

Fax the Repair Order to VWoA at (248) 754-5093 and provide VIN, applicable Service Number, Customer Information, Dealer Number, and Date.

## Customer Letter Example (United States)

June 2008

**Subject: Safety Recall JY / 20L8**

**2001 – 2004 Model Year Audi A6 quattro® vehicles equipped with 2.7L, 2.8L, or 3.0L engine**

**2001 – 2005 Model Year Audi allroad quattro® vehicles equipped with 2.7L or 4.2L engine**  
**Reinforce Fuel Tank Rollover Valve Nipple**

Dear Audi Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. Audi has decided that a defect, which relates to motor vehicle safety, exists in some 2001-2004 model year Audi A6 quattro vehicles and some model year 2001-2005 allroad quattro vehicles.

**What Is The Issue?**

The aging of the plastic material in the fuel tank rollover valve – combined with bending stress from the aluminum ventilation line to the rollover valve nipple – may lead to cracking of the nipple. If this happens, a fuel leak may result. A fuel leak in the presence of an ignition source could lead to a vehicle fire.

**What Audi Will Do**

To prevent or repair cracking at the nipple, we will reinforce the nipple on the rollover valve.

**What We Would Like You To Do**

Please contact your authorized Audi dealer and arrange for an appointment without delay. This service will take about six hours and will be free of charge. Please keep in mind that your dealer may need additional time for the preparation of the repair, as well as to accommodate their daily workshop schedule.

To help expedite this repair, we ask that the fuel level in your vehicle be at approximately one-quarter (1/4) tank or less on the day of your scheduled appointment, if possible.

**Lease Vehicles**

If you are the lessor and registered owner of the vehicle identified in this action, the law requires you to forward this information immediately via first-class mail to the lessee within ten (10) days of receipt of this notification.

**Have You Changed Your Address Or Sold The Vehicle?**

If you have moved, please fill out the enclosed prepaid Owner Reply card and mail it to us so we can update our records.

**Reimbursement of Expenses**

If you have previously paid for a repair or replacement of the fuel tank due to leaking at the fuel tank rollover valve nipple, the enclosed form explains how to request reimbursement. We would be pleased to review your reimbursement request.

**Service Help from Us**

If your authorized Audi dealer fails or is unable to complete this work free of charge within a reasonable time, please call or write to:

*Audi of America, Inc.  
Attn: Customer Relations (JY / 20L8)  
3499 West Hamlin Road  
Rochester Hills, MI 48309  
1-800-253-2834*

If you still cannot obtain satisfaction, you may file a complaint with: Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue S.E., Washington, DC 20590; or call the toll-free Vehicle Safety Hotline at 1-888-327-4236 (TTY: 1-800-424-9153), or go to <http://www.safercar.gov/>.

We regret any inconvenience this matter may cause. Thank you for your continued loyalty!

Audi Product Compliance

## Customer Letter Example (Canada)

June 2008

**Subject: Safety Recall JY / 20L8**

**2001 – 2004 Model Year Audi A6 quattro® vehicles equipped with 2.7L, 2.8L, or 3.0L engine**

**2001 – 2005 Model Year Audi allroad quattro® vehicles equipped with 2.7L or 4.2L engine**

**Reinforce Fuel Tank Rollover Valve Nipple**

Dear Audi Owner:

This notice is sent to you in accordance with the requirements of the Canadian Motor Vehicle Safety Act. Audi has decided that a defect, which relates to motor vehicle safety, exists in some 2001-2004 model year Audi A6 quattro vehicles and some model year 2001-2005 allroad quattro vehicles.

**What Is The Issue?**

The aging of the plastic material in the fuel tank rollover valve – combined with bending stress from the aluminum ventilation line to the rollover valve nipple – may lead to cracking of the nipple. If this happens, a fuel leak may result. A fuel leak in the presence of an ignition source could lead to a vehicle fire.

**What Audi Will Do**

To prevent or repair cracking at the nipple, we will reinforce the nipple on the rollover valve.

**What We Would Like You To Do**

Please contact your authorized Audi dealer and arrange for an appointment without delay. This service will take about six hours and will be free of charge. Please keep in mind that your dealer may need additional time for the preparation of the repair, as well as to accommodate their daily workshop schedule.

To help expedite this repair, we ask that the fuel level in your vehicle be at approximately one-quarter (1/4) tank or less on the day of your scheduled appointment, if possible.

**Lease Vehicles**

If you are the lessor and registered owner of the vehicle identified in this action, the law requires you to forward this information immediately via first-class mail to the lessee within ten (10) days of receipt of this notification.

**Have You Changed Your Address Or Sold The Vehicle?**

If you have moved, please fill out the enclosed prepaid Owner Reply card and mail it to us so we can update our records.

**Reimbursement of Expenses**

If you have previously paid for a repair or replacement of the fuel tank due to leaking at the fuel tank rollover valve nipple, the enclosed form explains how to request reimbursement. We would be pleased to review your reimbursement request.

**Service Help from Us**

If your authorized Audi dealer fails or is unable to complete this work free of charge within a reasonable time, please call or write to:

*Audi Canada  
Attn: Customer Relations (JY / 20L8)  
P.O. Box 842 STN. A  
Windsor, ON N9A 9Z9  
1-800-253-2834*

We regret any inconvenience this matter may cause. Thank you for your continued loyalty!

Audi Product Compliance

The information in this document is intended for use only by skilled technicians who have the proper tools, equipment and training to correctly and safely maintain your vehicle. These procedures are not intended to be attempted by "do-it-yourselfers," and you should not assume this document applies to your vehicle, or that your vehicle has the condition described. To determine whether this information applies, contact an authorized Audi dealer. ©2008 Audi of America LLC and Audi Canada. All Rights Reserved.

*If there are questions regarding the work procedure, contact the Campaign Helpline at 1-800-741-2919.*

**Parts:**

<u>Quantity</u>	<u>Part Number</u>	<u>Part Name</u>																					
1	4B0 298 403	Repair kit																					
<table border="1" style="margin-left: 40px;"> <thead> <tr> <th colspan="3"><b>Contents:</b></th> </tr> </thead> <tbody> <tr> <td>- Mold for adhesive</td> <td>---</td> <td></td> </tr> <tr> <td>- Spacer plate</td> <td>---</td> <td></td> </tr> <tr> <td>- Serrated rubber clip</td> <td>8E0 130 722D</td> <td></td> </tr> <tr> <td>- Washer 2x</td> <td>N 904 773 02</td> <td></td> </tr> <tr> <td>- Cleaning fluid</td> <td>D 009 401 04</td> <td></td> </tr> <tr> <td>- Socket head flange bolt M8x35</td> <td>N 908 706 02</td> <td></td> </tr> </tbody> </table>			<b>Contents:</b>			- Mold for adhesive	---		- Spacer plate	---		- Serrated rubber clip	8E0 130 722D		- Washer 2x	N 904 773 02		- Cleaning fluid	D 009 401 04		- Socket head flange bolt M8x35	N 908 706 02	
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6	N 019 9261	Bolt																					
1	183 521 141A	Gasket																					
2	191 253 141F	Dual exhaust clamp (if needed)																					
2	D 001 001	Mixing nozzle																					
2	Z3MDP8005	3M™ adhesive <b>(See shelf-life charts below)</b>																					
0.10	AKL 450 005 05	Butyl adhesive/sealant cord																					

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## 3M™ Adhesive Storage / Expiration

\*DO NOT STORE AT EXCESSIVE TEMPERATURES

### DATE CODING FOR Z3M DP8 005 ADHESIVE THERE ARE 2 CODING METHODS. BOTH REPRESENT SHIP DATE.

#### FIRST METHOD

Example: 08123A8W

FIRST 5 DIGITS (08123) = LOT NUMBER

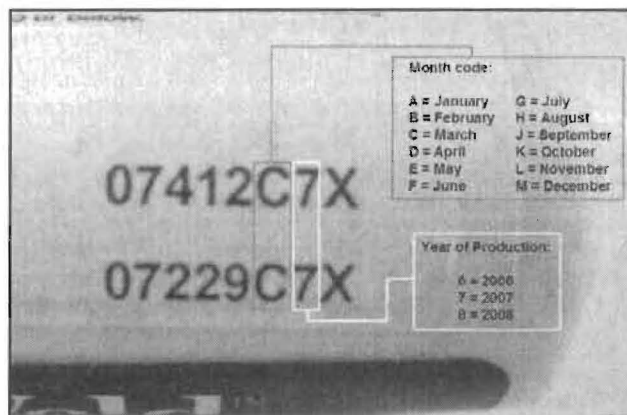
FIRST LETTER (A or 6th character) = MONTH OF MANUFACTURE

A =	JANUARY
B =	FEBRUARY
C =	MARCH
D =	APRIL
E =	MAY
F =	JUNE
G =	JULY
H =	AUGUST
J =	SEPTEMBER
K =	OCTOBER
L =	NOVEMBER
M =	DECEMBER

NUMBER AFTER FIRST LETTER (8) = YEAR OF MANUFACTURE

8 =	2008
9 =	2009

FINAL LETTER (W) = PACKAGING LOCATION



- Check 3M™ adhesive production date by referencing 3M™ Adhesive Storage / Expiration chart on p. 5

**Note:** Ensure product is not expired

Discard expired 3M™ adhesive

← Production date located on 3M™ adhesive tube label



NEW

**SECOND METHOD**

Example: 8206AZ

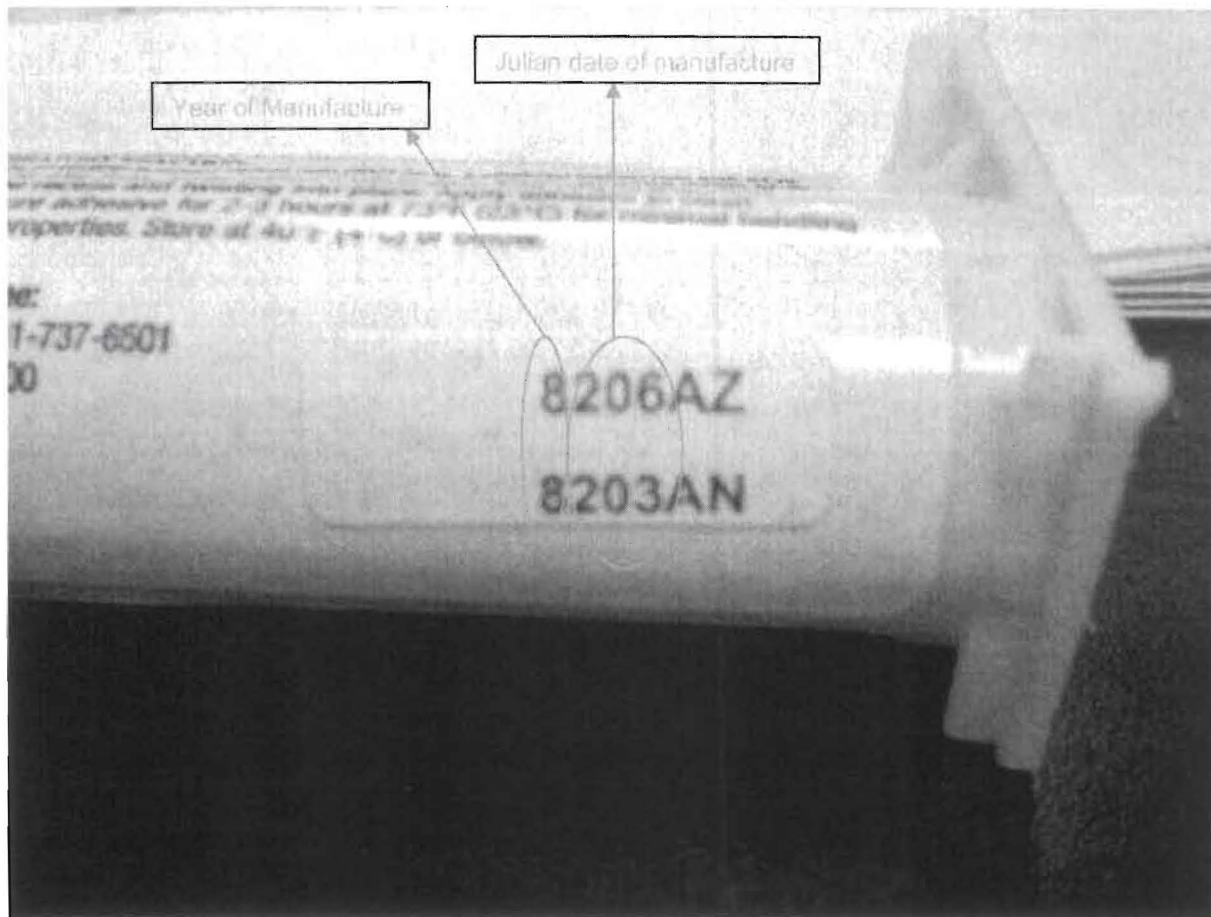
FIRST NUMBER (8) = YEAR OF MANUFACTURE

SECOND 3 DIGITS (206) = JULIAN DATE OF MANUFACTURE

(See conversion chart on next page for Gregorian date)

In this case 206th day of 365

LAST 2 CHARACTERS (AZ) = LOT CODE (random, not sequential)



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NEW

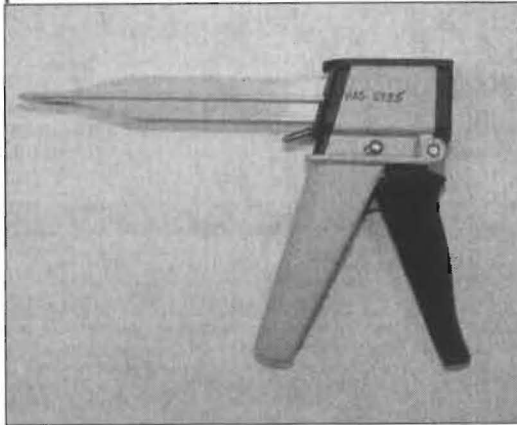
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Blue = Julian Date

\* In case of leap year add one day after February 28

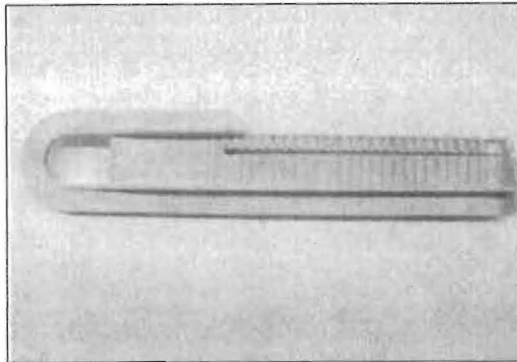
The information in this document is intended for use only by skilled technicians who have the proper tools, equipment and training to correctly and safely maintain your vehicle. These procedures are not intended to be attempted by "do-it-yourselfers," and you should not assume this document applies to your vehicle, or that your vehicle has the condition described. To determine whether this information applies, contact an authorized Audi dealer. ©2008 Audi of America LLC and Audi Canada. All Rights Reserved.

**Special Tools:**



⇐ **Applicator gun VAS 5155**

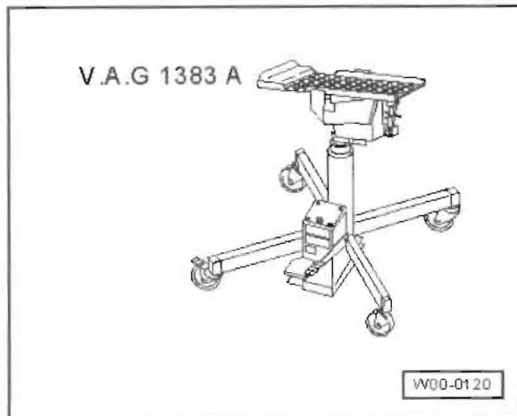
*(Dealers will receive one (1) each of these tools, free of charge. Additional or replacement tools can be obtained at dealer expense by calling Equipment Solutions at 1(800) 892-9650.*



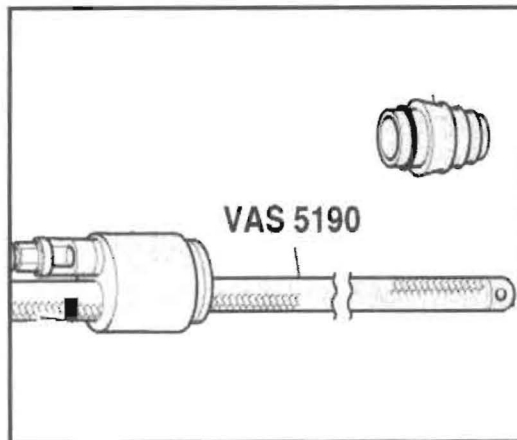
⇐ **Feed plunger VAS 5155/3**

*(for glue cartridge with mixing ratio 1:10)*

*(Dealers will receive one (1) each of these tools, free of charge. Additional or replacement tools can be obtained at dealer expense by calling Equipment Solutions at 1(800) 892-9650.)*

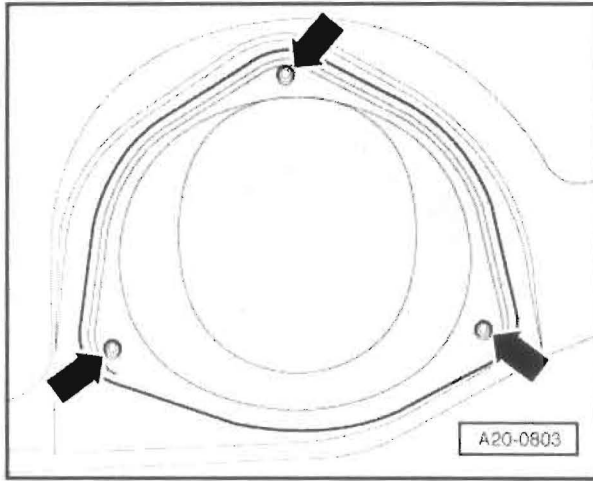


⇐ **V.A.G. 1383 A with universal support V.A.G. 1359/2 or equivalent**



⇐ **Fuel siphoning device VAS 5190 or equivalent**

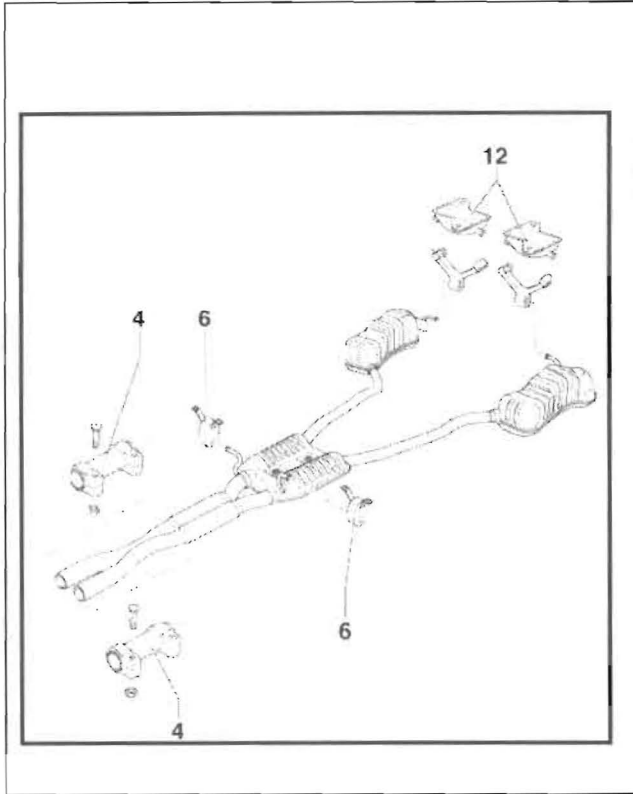
## Section A – Inspection



- Remove rear seat bench
- ⇐ Remove cover for flange on fuel tank under rear seat bench (driver side)



If black mold (shown white in picture) and 3M™ adhesive are present, no further work is required; **otherwise, proceed to Section B**



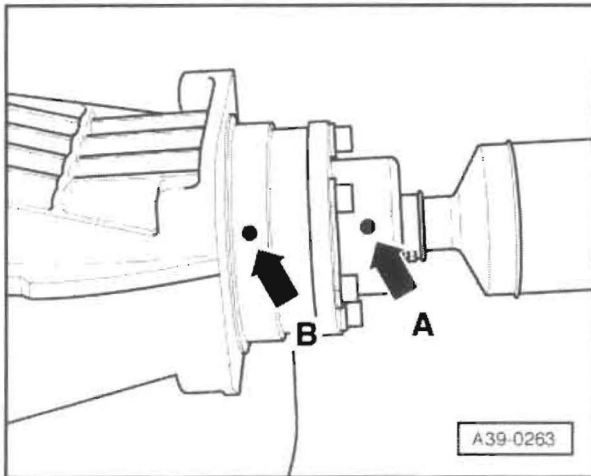
## Section B – Preparation For Access To Breather Valve

- Check fuel level and note quantity. If more than  $\frac{1}{4}$  tank, drain fuel using siphoning device VAS 1590 or equivalent

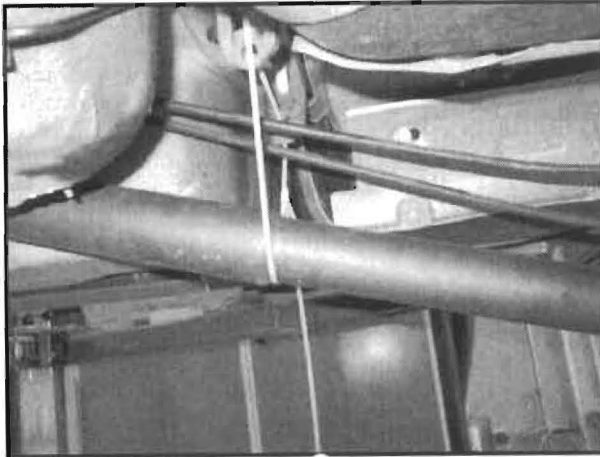


Tip: Advise customers to bring in vehicles with low fuel in tank  
If fuel tank is full, empty fuel tank

- Lift vehicle
- ⇐ Disconnect rear exhaust at clamps -4-
- ⇐ With assistance of another person, disconnect rear support brackets -12- and -6- and lower exhaust onto floor
- Move exhaust from underneath vehicle and place aside



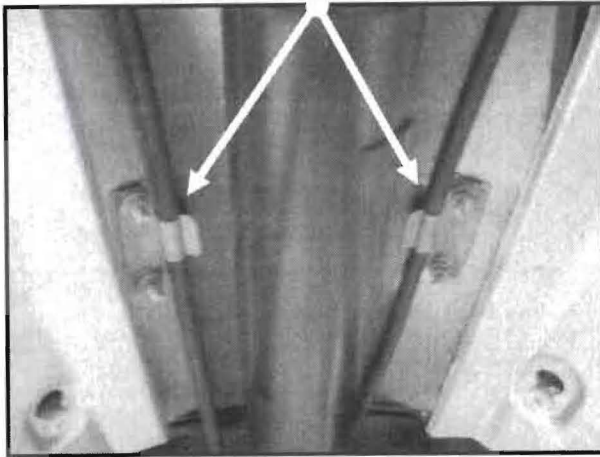
- ⇐ Check whether there is a factory marking (paint) on driveshaft. If not, mark location of driveshaft flange -arrow A- to rear final drive -arrow B-



⇐ Detach driveshaft from rear final drive, lower it slightly (max. permissible angle 15°) and tie wrap to exhaust system brackets

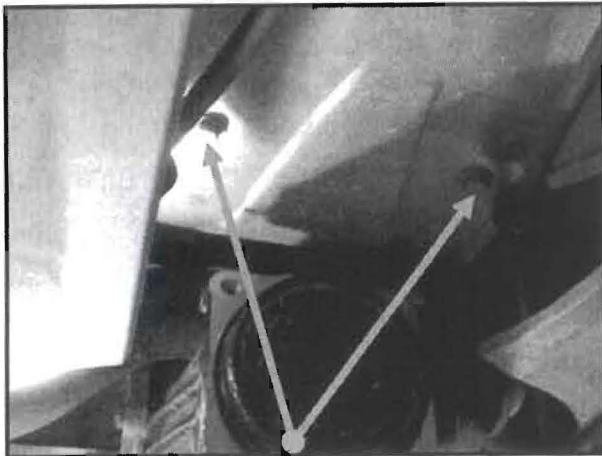


Note: To prevent damage to transmission ensure driveshaft not lowered more than 15°

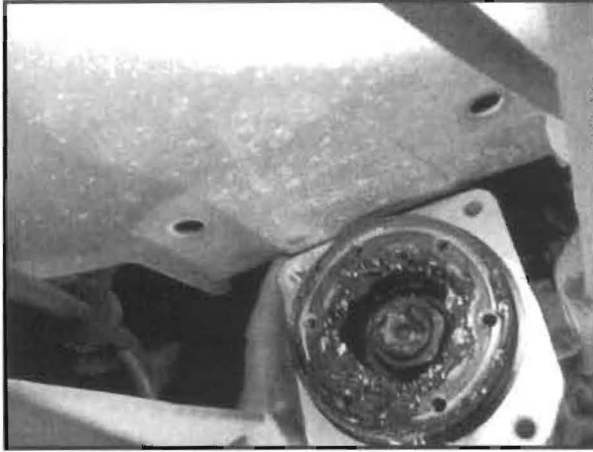


⇐ Detach parking brake cable from heat shield clips located on each side of the driveshaft

- Support fuel tank with V.A.G. 1383 A with universal support V.A.G. 1359/2
- Detach fuel tank retaining straps and carrier plate

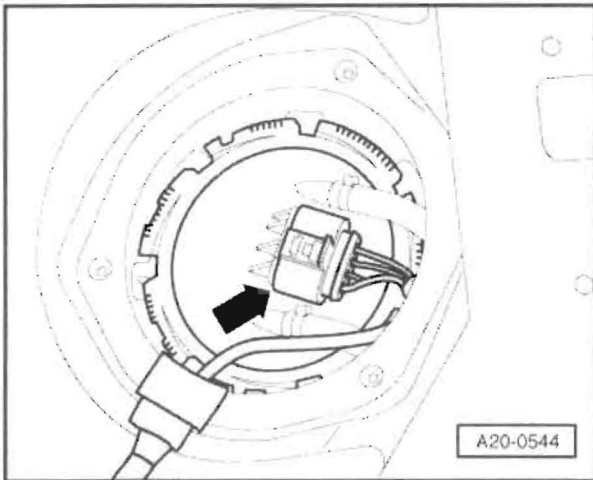


⇐ Remove 2 bolts in heat shield above rear differential and driveshaft -arrows-

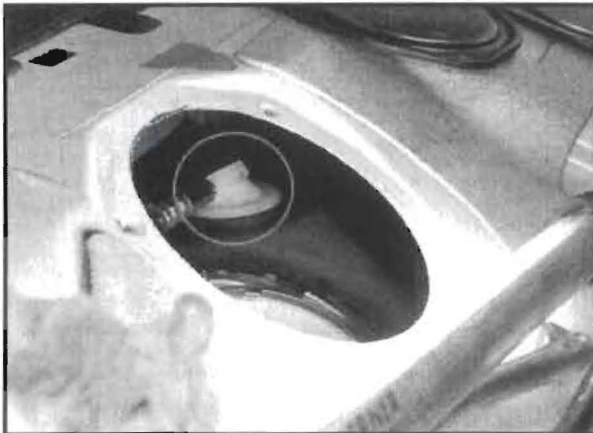


⇐ Lower fuel tank as far as rear final drive  
(Tank can rest on rear final drive as shown)

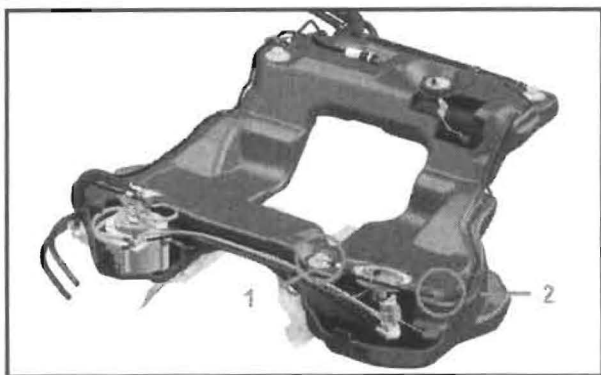
ⓘ Note: Fuel tank is not removed completely from vehicle



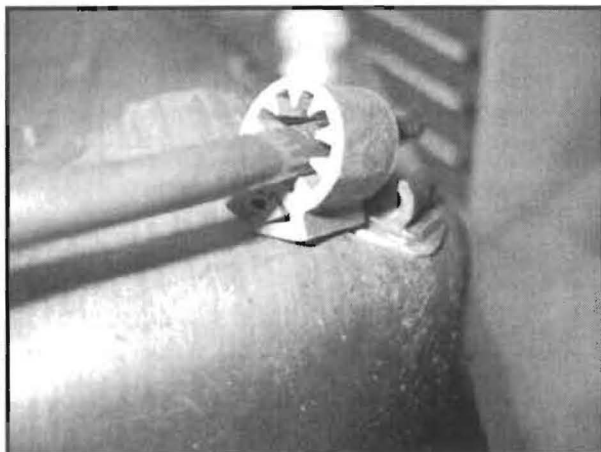
- Lower vehicle
- ⇐ Carefully release 4-pin connector -arrow- and disconnect harness for fuel sending unit



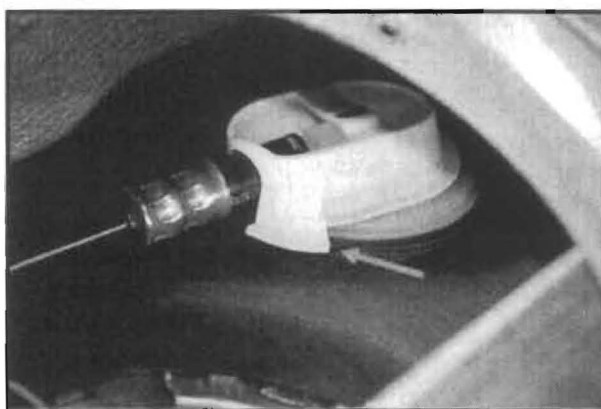
⇐ Clean rollover valve carefully with cleaning fluid (D 009 401 04) to ensure valve is free of dust and grease



⇐ Install serrated rubber clip -2- from kit (4B0 298 403) onto ventilation line leading to rollover valve connection and release clip from mounting on fuel tank



⇐ Close rubber clip and allow ventilation line to rest on fuel tank (as shown); **proceed to Section C**

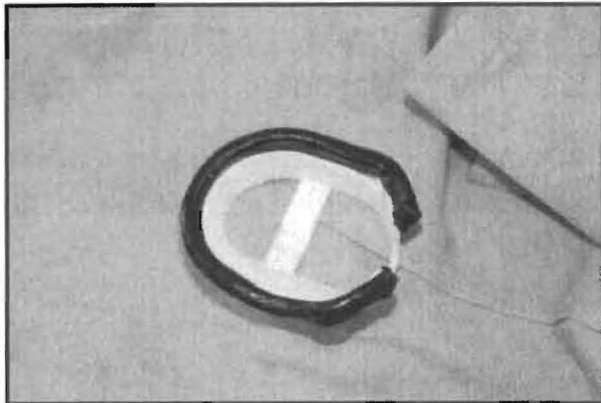


### Section C – Servicing Rollover Valve

- Test fitting of the mold
- ⇐ To ensure proper fit, place mold for adhesive in position on rollover valve **without** butyl cord

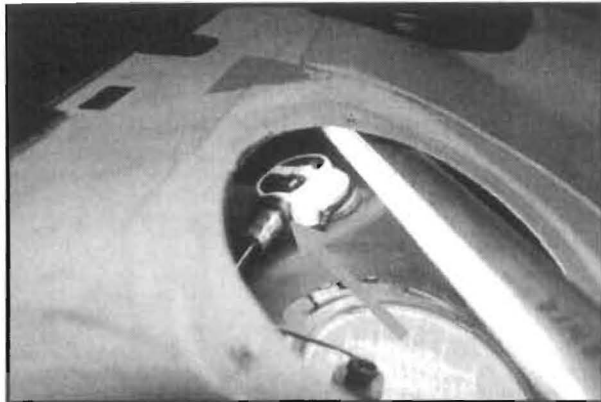
⚠ Note: Mold must be pushed toward hose connection and shoulder of mold must fit against flange of fuel tank -arrow-, not against the flange of the rollover valve





⇐ Remove mold from rollover valve, then place butyl cord around mold

⚠ Note: Leave an opening for the ventilation line connection

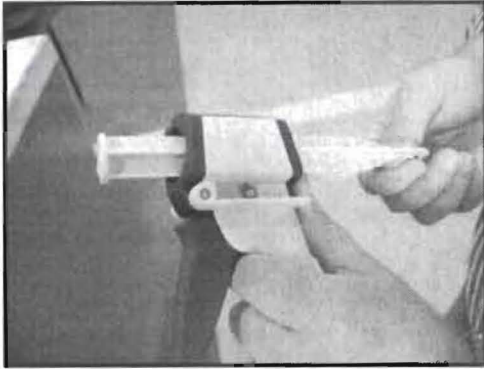


- Install mold with butyl sealant cord (AKL 450 005 05) into position over rollover valve
- ⇐ Seal off remaining openings at the connection with the butyl sealant cord (AKL 450 005 05) -arrow-

⚠ Note: Ensure all openings are closed completely to prevent leaking from mold



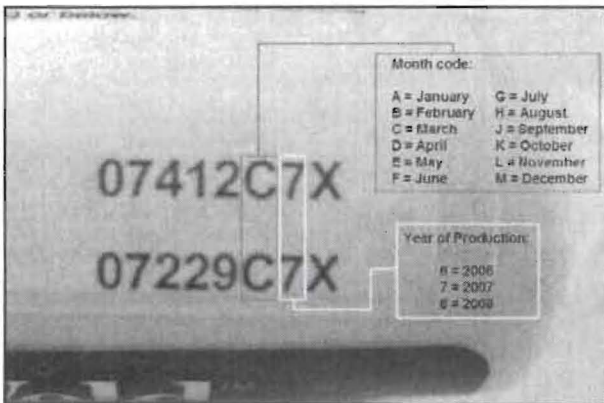
⇐ Assemble VAS 5155 applicator gun by sliding the VAS 5155/3 (10:1) plunger into applicator gun



⇐ Pull plunger VAS 5155/3 to rear



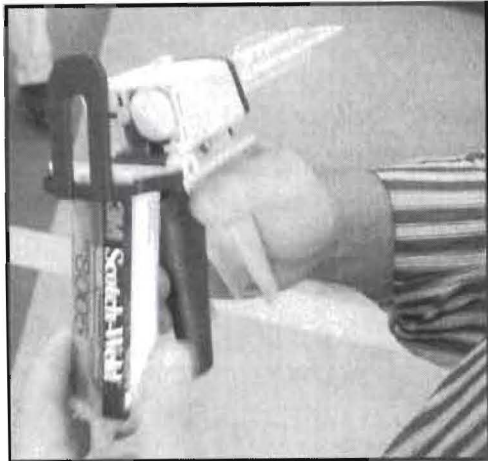
⇐ Lift black tab and fold to front of applicator gun



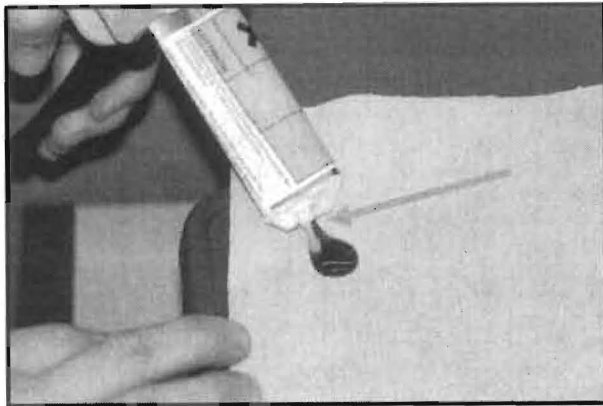
- Check 3M™ adhesive production date by referencing 3M™ Adhesive Storage / Expiration chart on p. 5

⇐ Production date located on 3M™ adhesive tube label

⚠ Note: DO NOT use expired adhesive



⇐ Insert adhesive cartridge (Z3MDP8005) in the VAS 5155 applicator gun and remove cap



⇐ Operate adhesive gun **without** the mixing nozzle (D 001 001) until visible amount of adhesive comes out of both chambers of the cartridge -arrow-

- Clean tip of cartridge and fit the mixing nozzle (D 001 001)
- With nozzle installed, check 3M™ adhesive flow to ensure compounds are blended



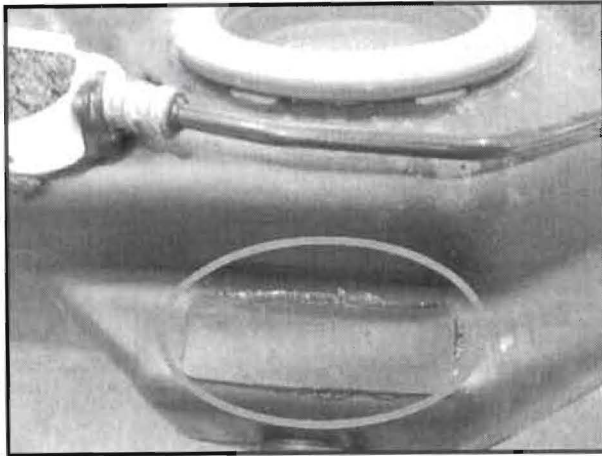
⚠ Note: Compounds must be blended as exiting the applicator nozzle  
If compounds separate, **DO NOT USE!**  
If compounds appear clumpy or gel-like, **DO NOT USE!**

⚠ Note: Adhesive must be applied within 10 minutes from time cartridge is opened

- Fill mold slowly and evenly with adhesive
- Wait approximately three (3) minutes for material to settle after the mold has been completely filled
- After material has settled, top-off/fill the mold completely (portion of a second cartridge may be required)

📌 Tip: Remaining material will be used in next step. **DO NOT DISCARD**

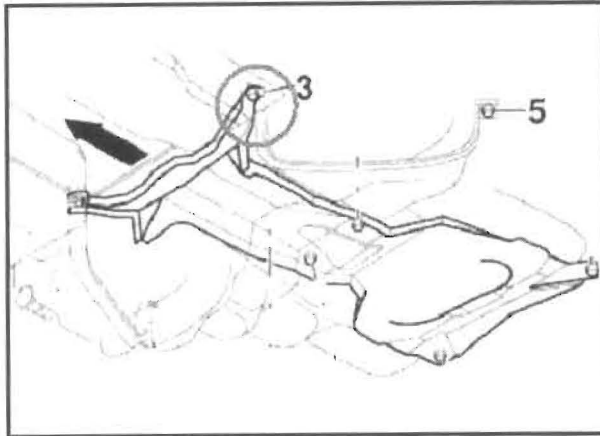
## Section D – Install Spacer Plate



- Lift vehicle
- Apply small amount of adhesive to spacer plate
- ⇐ Attach spacer plate to contact surface of fuel tank -circle-

⚠ Note: Ensure that the spacer plate fits flat onto the surface of the fuel tank and not over the upward curve of the fuel tank wall

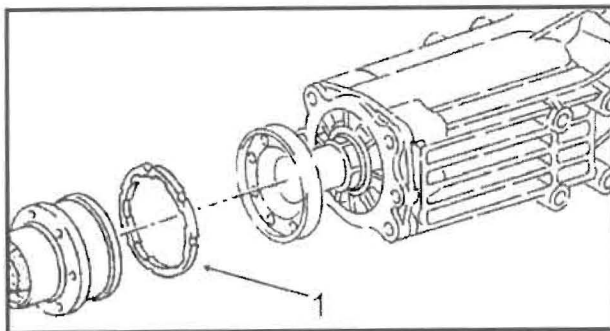
## Section E – Reassembly



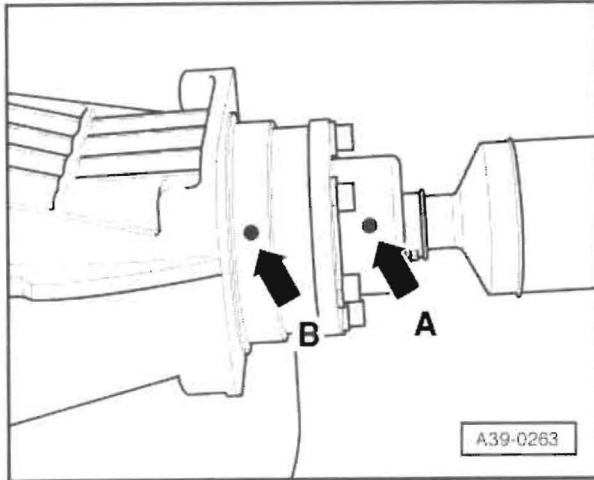
- Raise fuel tank carefully to its original position
- Fit retaining strap on passenger side of vehicle into original position
- Loosely tighten bolts
- ⇐ Fit both 3 mm spacer washers (N 904 773 02) between carrier plate and vehicle underside -3- with M8x35 mm bolt (N 908 706 02)
- ⇐ Torque retaining strap bolts -3- and -5- to 23 Nm

ⓘ Tip: This lowers the position of the fuel tank by 6 mm

- Install bolts on carrier plate and heat shield



- To replace rear final drive gasket (183 521 141A), peel off backing foil, then affix self-adhesive side of gasket to flange shaft

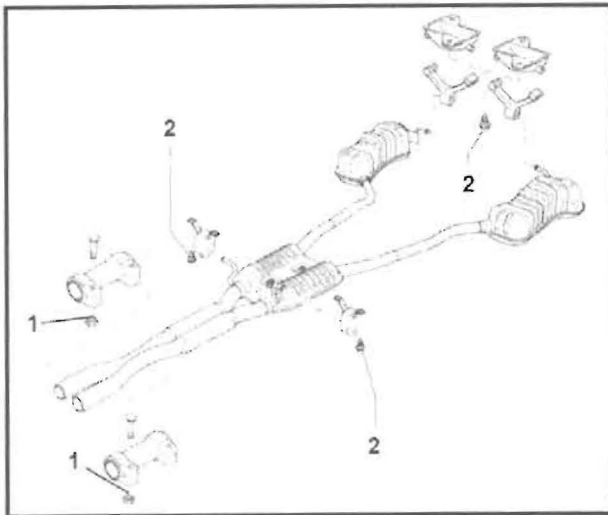


⇐ Using new bolts (N 019 926 1), install driveshaft by lining up marks -A- and -B-, torque to 55 Nm

⚠ Note: For proper balance, the driveshaft flanges -arrow A- and the rear final drive -arrow B- must be installed so that the factory color markings or markings which were made afterward are aligned

The threads in the drive flanges of the rear final drive must absolutely be cleaned of locking compound residue; otherwise, there is a possibility that the new bolts may get jammed when installed and shear when removed

Cleaning can be performed with a thread tap



- Install rear exhaust
- Position exhaust system free of tension
- ⇐ Tighten clamp bolts -1- to 40 Nm
- ⇐ Tighten mounting bracket bolts -2- to 25 Nm
- Reconnect 4-pin connector for fuel sending unit
- Reinstall cover for flange on fuel tank under rear seat bench (driver side) and reinstall rear seat bench
- Replace any fuel removed from vehicle

⚠ Note: Let vehicle sit for approximately six (6) hours for adhesive to cure to prevent damage due to vibrations or movement of ventilation line

Best curing results if vehicle stored at approximately 73°F (23°C) or higher

## WORK IS COMPLETE

## IMPORTANT INFORMATION

Please inform and provide a copy of this document to every person in your dealership with campaign-related responsibilities, including Service, Parts and Accounting personnel. By law, dealers must correct, prior to delivery for sale or lease, any vehicle that fails to comply with an applicable Federal Motor Vehicle Safety Standard or that contains a defect relating to motor vehicle safety. If you have questions regarding this or any other campaign, please call (800) 741-2919.



# Safety Recall Circular

**Subject: 2000 Model Year Audi TT Vehicles  
Replace Front/Rear Suspension Components  
and/or Install Rear Spoiler**

**Code: KX00/KX  
ZX00/ZX**

**REVISED**  
November 2008

### Revision Summary:

Repair kits 8N0 598 998 B and 8N0 598 998 A for the suspension components may not be available. Reference the charts on Pages 5 and 6 for itemized list of the repair kit part numbers.

Vehicle car wash/vacuum and loaner are no longer applicable to this campaign.

### Problem Description

Some Audi owners in Germany have expressed concern about the handling characteristics of their Audi TT vehicles in certain situations at speeds substantially in excess of legal speed limits in the United States and Canada. In order to address these concerns, Audi has offered to modify the suspension of the vehicle and install a spoiler. The same offer is being extended to owners worldwide, including the United States and Canada.

### Corrective Action

Affected vehicles will be updated by replacing suspension components and/or installing a rear spoiler. Although the work should be completed in one service visit, you should accommodate customer requests to do so in more than one visit.

### VIN Ranges of Affected Vehicles

(U.S. and Canada)

### Suspension Component Replacement and Rear Spoiler Installation

TRU\_\_28N\_Y1000001 - TRU\_\_28N\_Y1060000  
and

TRU\_\_28N\_Y1101001 - TRU\_\_28N\_Y1101100

### Rear Spoiler Installation ONLY

TRU\_\_28N\_Y1060001 - TRU\_\_28N\_Y1070719

*NOTE: Check ElsaWeb on the day of repair to verify vehicle eligibility and attach the screen print to the repair order. This is the only valid campaign inquiry and verification source. Some vehicles may be involved in an additional action(s); any additional work can be done while the vehicle is in for this action.*

### Vehicle Allocation

By separate mail, we furnished to you a computer list containing information for vehicles of owners who, according to our records, reside within your area of responsibility.

### Parts Information and Allocation

If you have exhausted your allocated parts for vehicles affected by this safety recall, but have exceeded your weekly Upper Order Limit, please submit your requests for additional material via email to [upperorderlimits@audi.com](mailto:upperorderlimits@audi.com). If you have questions regarding parts please contact the Parts Helpline at 800-767-6552.

### Owner notification mailing

On or about October 30, 1999 Audi began customer notification to all known owners of affected vehicles. A sample copy of this notification letter is enclosed with this circular.

### KX - Saga Claim Entry Procedure

Check ELSAWeb to determine whether the **KX00** campaign is open.

**Service No.:** KX00

**Damage Code:** 0099

**Parts Manufacturer**

Removed part: Use vendor code 002.

**Claim Type**

Sold vehicle = 7 10

Unsold vehicle = 7 90

**Criteria ID:** 01

Install suspension kit on Coupe **Front Wheel Drive:**

**Repair operation: 40 88 19 99** **590 TU**

1 Suspension kit 8N0 598 998 A

**NEW**

*\*If kit not available: See chart on Page 6 for itemized list of part numbers*

**OR**

Install suspension kit on Coupe **Quattro:**

**Repair operation: 40 88 20 99** **660 TU**

1 Suspension kit 8N0 598 998 B

**NEW**

*\*If kit not available: See chart on Page 5 for itemized list of part numbers*

**If Customer Refuses Repairs:**

Fax the Repair Order to Campaign Team at (248) 754-5093.

Provide the VIN, applicable Service Number, customer information, dealer number, and date.

### ZX - Saga Claim Entry Procedure

Check ELSAWeb to determine whether the **ZX00** campaign is open.

**Service No.:** ZX00

**Damage Code:** 0099

**Parts Manufacturer**

Removed part: Use vendor code 002.

**Claim Type**

Sold vehicle = 7 10

Unsold vehicle = 7 90

**Criteria ID:** 01

Install rear spoiler:

**Repair operation: 66 58 23 99** **290 TU**

1 Spoiler Kit 8N8 898 998

1 Adhesive Kit D 000 800

**If Customer Refuses Repairs:**

Fax the Repair Order to Campaign Team at (248) 754-5093.

Provide the VIN, applicable Service Number, customer information, dealer number, and date.

## Customer Letter Example (United States)

February 2000

**Subject: Voluntary Safety Recall – Audi TT  
Recall Code KX/ZX**

Dear Audi Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Audi has received reports from some of its German customers expressing concern about the handling characteristics of their Audi TT vehicles in certain situations at speeds substantially in excess of legal speed limits in the United States.

The Audi TT is a sports car with highly agile handling. As with all sports cars, the Audi TT is designed to be very responsive to steering input. In sharp high-speed turns or abrupt lane change maneuvers at speeds substantially above posted speed limits, and depending upon road conditions, precise steering response may be demanded to retain directional stability. In the event control is lost, an accident may occur which could result in injury.

In order to enhance the Audi TT's handling under the conditions described above, we would like to replace the front stabilizers in front drive Audi TTs and the front and rear stabilizers in Audi TTs equipped with Quattro drive. A modified control arm will be installed in front together with firmer shock absorbers in front and rear. In addition we would like to install a rear spoiler matching the paint of your car. With the modified suspension settings and the rear spoiler, the TT will retain its agility and at the same time make the driver aware earlier in certain situations of the vehicle's physical limits of stability. For a look at the TT with its new spoiler, you may visit Audi's Web site at [www.audiusa.com](http://www.audiusa.com).

The necessary parts and service instructions will be available at your Audi dealer by April 17. The service will take approximately nine hours. Your dealer may need additional preparation time prior to performing the service as well as to accommodate the daily work schedule at the dealership. The service will of course be performed free of charge. Please telephone the service department of your Audi dealer on or about April 17 for an appointment so that the service may be performed.

Precautions you should take before your Audi TT is modified.

Audi always recommends that owners obey all traffic laws, driving at speeds which are reasonable and prudent given road conditions, weather, and always within the posted speed limits.

If the vehicle is identified in this recall is a leased vehicle and you, the lessor, are the registered owner and received this notice, please forward this notice by first class mail to the lessee.

If you have any questions about this recall or if you're authorized Audi dealer fails or is unable to perform the recall service within a reasonable time, please call or write to:

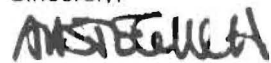
Audi of America, Inc.  
Attn: Client Relations - 2F02 (KX/ZX)  
3800 Hamlin Road  
Auburn Hills, MI 48326-2855  
Toll-free Telephone: (877) 270-4178

If you still cannot obtain satisfaction, you may file a complaint with: Administrator, National Highway Traffic Safety Administration, U.S. Department of Transportation, 400 Seventh Street SW, Washington, DC 20590. Telephone: (800) 424-9393 (Washington, DC area: 366-0123).

We regret any inconvenience this matter may cause you; however, we want to make sure that your Audi operates to your satisfaction.

Thank you for driving an Audi.

Sincerely,



Andreas H. Steglich  
Product Compliance Team Leader

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## Customer Letter Example (Canada)

February 2000

**Subject: Voluntary Safety Recall – Audi TT  
Recall Code KX/ZX**

Dear Audi Owner:

This notice is sent to you in accordance with the requirements of the Canadian Motor Vehicle Safety Act.

Audi has received reports from some of its German customers expressing concern about the handling characteristics of their Audi TT vehicles in certain situations at speeds substantially in excess of legal speed limits in the Canada.

The Audi TT is a sports car with highly agile handling. As with all sports cars, the Audi TT is designed to be very responsive to steering input. In sharp high-speed turns or abrupt lane change maneuvers at speeds substantially above posted speed limits, and depending upon road conditions, precise steering response may be demanded to retain directional stability. In the event control is lost, an accident may occur which could result in injury.

In order to enhance the Audi TT's handling under the conditions described above, we would like to replace the front stabilizers in front drive Audi TTs and the front and rear stabilizers in Audi TTs equipped with Quattro drive. A modified control arm will be installed in front together with firmer shock absorbers in front and rear. In addition we would like to install a rear spoiler matching the paint of your car. With the modified suspension settings and the rear spoiler, the TT will retain its agility and at the same time make the driver aware earlier in certain situations of the vehicle's physical limits of stability. For a look at the TT with its new spoiler, you may visit Audi's Web site at [www.audiusa.com](http://www.audiusa.com).

The necessary parts and service instructions will be available at your Audi dealer by April 17. The service will take approximately nine hours. Your dealer may need additional preparation time prior to performing the service as well as to accommodate the daily work schedule at the dealership. The service will of course be performed free of charge. Please telephone the service department of your Audi dealer on or about April 17 for an appointment so that the service may be performed.

Precautions you should take before your Audi TT is modified.

Audi always recommends that owners obey all traffic laws, driving at speeds which are reasonable and prudent given road conditions, weather, and always within the posted speed limits.

If the vehicle is identified in this recall is a leased vehicle and you, the lessor, are the registered owner and received this notice, please forward this notice by first class mail to the lessee.

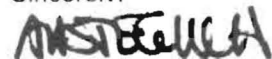
If you have any questions about this recall or if your authorized Audi dealer fails or is unable to perform the recall service within a reasonable time, please call or write to:

Audi Client Relations - 2F02 (KX/ZX)  
P. O. Box 842 STN A  
Windsor ON N9A 9Z9  
Toll-free Telephone: (877) 270-4178

We regret any inconvenience this matter may cause you; however, we want to make sure that your Audi operates to your satisfaction.

Thank you for driving an Audi.

Sincerely,



Andreas H. Steglich  
Product Compliance Team Leader

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The required work for this action will be conducted in two steps, where applicable. Step one involves the replacement of suspension components – code KX. Step two relates to the installation of a rear spoiler and is to be performed under the code ZX.

If there are questions regarding the work procedure, contact the Campaign Helpline at 1-800-741-2919.

### Parts:

**KX - Repair kits may no longer be available. Please see charts below for the individual parts.**

**\*Always refer to ETKA for latest version of part number**

Repair kit contents for 8N0 598 998 B (Quattro) **NEW**

Part Number	Part Name	Qty
1J0411305AE	Front Stabilizer bar	1
1J0411314T	Mounting	1
8N0 413 031 M	Suspension Strut	2
8N0 407 151 D	Control Arm, Right	1
8N0 407 152 D	Control Arm, Left	1
1J0 511 409G	Rear Stabilizer Bar	1
8D0 511 327 C	Rear Stabilizer Rubber Mounts	2
8N0 512 011 AG	Rear Shock Absorber	2
N 100 155 06	Bolt	4
N 015 081 6	Nut	8
N 907 528 01	Bolt with Washer	2
N 907 965 02	Bolt with Washer	2
N 903 536 04	Nut	2
N 102 078 03	Bolt	2
N 101 064 02	Nut	2
N 102 622 02	Bolt	2
N 103 320 02	Nut	6
N 102 861 02	Nut	4
N 907 813 01	Bolt with Washer	2
N 104 281 01	Bolt	2
8L9253139A	Clip	4
357 253 141A	Pipe Connector	1

Repair kit contents for 8N0 598 998 A (Front Wheel Drive)

NEW

Part Number	Part Name	Qty
1J0411305AE	Front Stabilizer bar	1
1J0411314AC	Suspension Strut	2
8N0 407 151 D	Control Arm, Right	1
8N0 407 152 D	Control Arm, Left	1
*8N0 513 025 C	Rear Shock Absorber	2
*8N0 513 025 H	Rear Shock Absorber	2
N 903 536 03	Lock Nut	2
N 102 078 03	Bolt	2
N 101 064 02	Nut	2
N 102 622 01	Bolt	2
N 015 081 4	Nut	6
N 904 840 03	Bolt	2
N 103 320 01	Nut	6
N 907 349 01	Bolt	2
N 907 528 01	Bolt	2
N 100 155 06	Bolt	4
N 906 484 01	Bolt	4
N 905 173 02	Bolt	2
N 102 861 02	Nut	2

\*(2000 MY prior to VIN 060000, verify part in ETKA)

\*(2000 MY prior to VIN 060001, verify part in ETKA)

### ZX Parts:

Because the spoilers are supplied pre-painted, Audi will only fill individual orders. Therefore, upon making a service appointment with a customer, immediately order the required pre-painted spoiler kit from your facing PDC.

The part numbers for the pre-painted spoiler kits are as follows:

<u>Code</u>	<u>QTY</u>	<u>Part Number</u>	<u>Description</u>	<u>Color</u>	<u>Color Code</u>
ZX	1	8N8 898 998 Y9B	Spoiler Kit	Clearcoat Brilliant Black	A2A2
ZX	1	8N8 898 998 Z7X	Spoiler Kit	Nimbus Grey Pearl	8X8X
ZX	1	8N8 898 998 Z6W	Spoiler Kit	Desert Green Pearl	8L8L
ZX	1	8N8 898 998 Z5W	Spoiler Kit	Denim Blue Pearl	7C7C
ZX	1	8N8 898 998 Y7W	Spoiler Kit	Lake Silver Metallic	5B5B
ZX	1	8N8 898 998 Y3C	Spoiler Kit	Amulet Red	4G4G
ZX	1	8N8 898 998 Z9V	Spoiler Kit	Raven Black Pearl	3A3A
ZX	1	8N8 898 998 Z7W	Spoiler Kit	Aviator Grey Pearl	1X1X
ZX	1	D 000 800	Adhesive Kit		

\*\*\*Be sure to order by the color code. **Do not** order unpainted parts\*\*\*

### Spoiler Kit Contents

<u>Qty</u>	<u>Part Number</u>	<u>Part Name</u>
1	8N8 827 933 A	Spoiler
2	N 902 867 02	Nut Outer
2	N 904 880 01	Nut
2	8N8 827 552 A	Gas Strut
1	D 000 800	Adhesive

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The spoiler installation will require special materials. The materials will be packaged in tubes and/or cans in an amount that can be applied to several vehicles. We initially shipped one unit of the special materials to each dealer. These materials are:

**Special Adhesive Tool Kit – D 000 800 (Reference illustration on Page 51)**

Cleaning solution D 009 401 04 is used for cleaning the hatch and spoiler prior to primer application
Special Primer D 181 711 A1 for hatch and spoiler
Mixing -cartridge for transferring contents of cartridge -4- (component -A-) and cartridge -5- (component -B-)
Component -A-
Component -B-
Plunger cap for fitting onto plunger after mixing is complete
Transfer Nozzle (blue) for aluminum cartridge (component A)
Injector nozzle (yellow) for plastic cartridge (component -B-)
Application nozzle needs to be cut to a 7 mm (0.25 in.) opening
Primer applicator for primer application

**Special Adhesive Materials Kit**

Thread Locker-Blue/6 ml	#24200-LT
Silicone Remover	11310 or 7090
Corrosion Primer	14696 or 3255
Surface primer – <i>Product</i>	14025 or 5190
Surface primer – <i>Hardener</i>	10054 or 3050
Tape	MMM06425
Lubricant	G 294 421 A1

Additional required materials, if needed, can be obtained locally.

**ZX Special Tools**

Special tools required for this action are as follows:

1	Drill and Assembly Fixture	# 66B2/00
1	Hex Wrench 7mm	# AWM7C
1	Adhesive Application Gun	# CE1002
1	Mixing Rod	# CE1001
1	Hot Air Blower	# ETB1600
1	Torx Socket	# CE1006
1	Offset Box End Wrench 10 mm	# XOM1011
1	Burr Removal Tool	# CE1003
1	Adjustment Gauge	# 3371
1	Socket Insert 21 mm AF	# 3186

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One set of these tools was shipped to dealers prior to April 17, 2000, free of charge. The tools were provided to dealers on a loaner basis and therefore remain the property of AoA, LLC. Replacement of any of the above tools, due to loss or breakage, will be at the expense of the requesting dealer. These tools, except the fixture, can be ordered by calling us at (800) 741-2919. Please note that the "Drill and Assembly Fixture" tool will be supplied to you upon demand. After arranging a ZX service appointment with an owner, and upon ordering the required pre-painted spoiler, please immediately call (800) 892-9650 (Equipment Solutions) and request the fixture tool to be shipped to you within 48 hours.

### **Service Hint**

When a customer chooses to have the suspension work and spoiler installation performed during the same visit, the spoiler should be installed first, to allow for the necessary adhesive curing time.

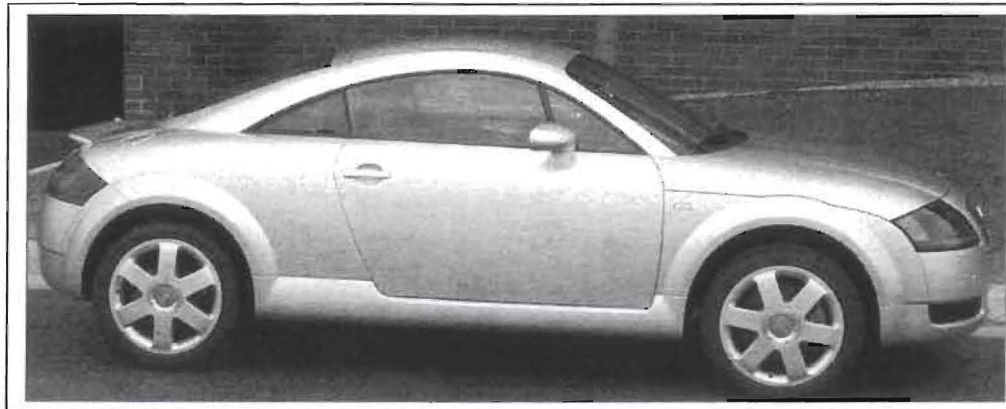
### **Parts Disposal**

All removed parts must be scrapped in a manner that ensures that they cannot be reused or can otherwise enter into the stream of commerce.

## KX Recall Work Procedure

# Suspension Modification

## Audi TT model year 2000



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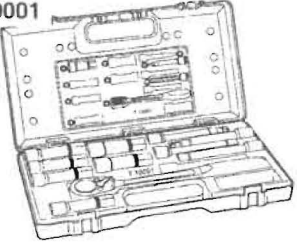
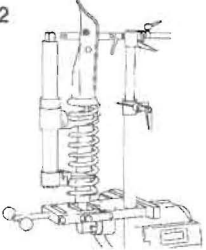
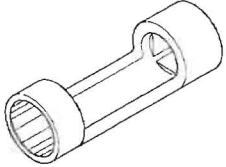
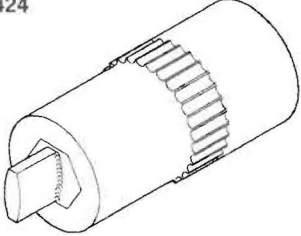
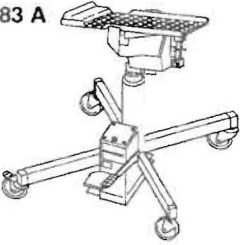
## Part Kits

Coupe (front wheel drive)			Coupe (quattro)		
Kit Part Number 8N0 598 998 A			Kit Part Number 8N0 598 998 B		
No.	Quantity	Part Name	No.	Quantity	Part Name
1	1	Front Stabilizer Bar	1	1	Front Stabilizer Bar
2	2	Suspension Strut	2	2	Suspension Strut
3	1	Control Arm, Left	3	1	Control Arm, Left
4	1	Control Arm, Right	4	1	Control Arm, Right
			5	1	Rear Stabilizer Bar
			6	2	Rear Stabilizer Rubber Mount
			7	2	Rear Shock Absorber
8	2	Rear Shock Absorber			
9	4	Bolt	9	4	Bolt
10	8	Nut (6 or 8 required)	10	8	Nut (6 or 8 required)
11	2	Bolt with Washer	11	2	Bolt with Washer
12	2	Bolt with Washer	12	2	Bolt with Washer
13	2	Nut	13	2	Nut
14	2	Bolt	14	2	Bolt
15	4	Nut (only 2 may be req'd)	15	4	Nut (only 2 req'd)
16	2	Bolt	16	2	Bolt
17	2	Bolt	17	2	Bolt
18	6	Nut	18	6	Nut
19	2	Nut (only 2 req'd)	19	4	Nut (only 2 req'd)
20	2	Bolt			
21	6	Bolt & Washer (4 or 6 req'd)	22	2	Bolt with Washer
			23	2	Bolt
			24	4	Clip
			25	1	Pipe Connector
			26	1	Pipe Connector (not needed)

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## Special Tools

<p>T 10001</p> 	<p>V.A.G 1752</p> 
<p>3186</p> 	<p>3424</p> 
<p>V.A.G 1383 A</p> 	

- ⇐ T10001 Shock Absorber Removal Set (optional)
- ⇐ V.A.G. 1752/1 (or US 1117) Spring Compressor for Suspension Strut
- V.A.G. 1752/4 Spring Retainer (optional V.A.G. 1752/6)

- ⇐ 3186 Socket Insert 21 mm AF (supplied for recall)
- AWM7C - 7 mm hexagon wrench (supplied for recall)
- ⇐ 3424 Spreader Tool

- ⇐ V.A.G. 1383A Transmission Jack
- V.A.G. 1359/2 Universal Attachment for Jack (not shown)

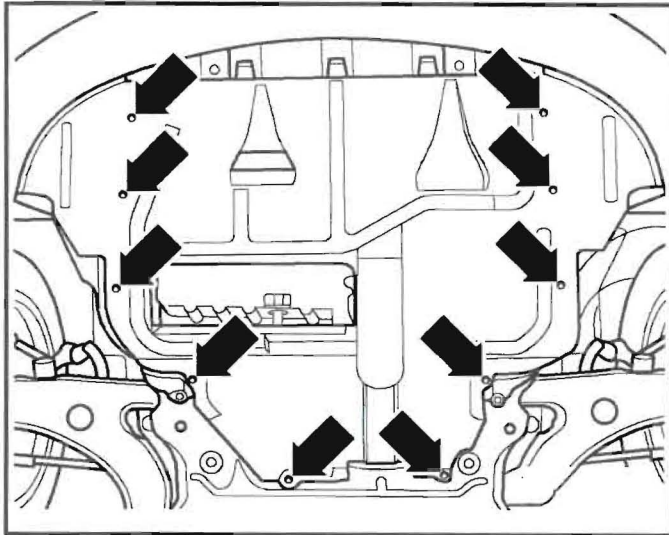
### Other Materials Required

- Assembly Lubricant G 294 421 A1
- Wire, brush, etc., general shop supplies as mentioned in the following work procedure

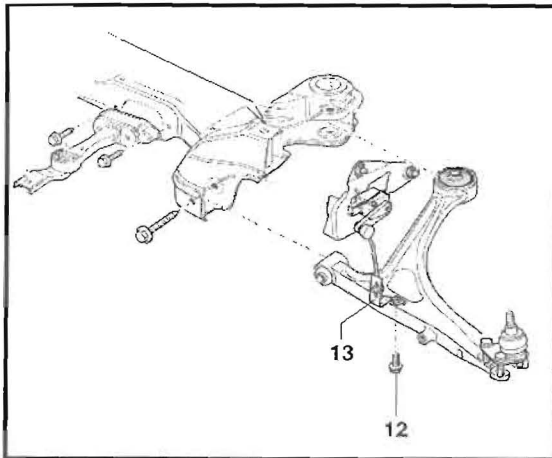
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## Section A – Front suspension Strut, Removal and Install

- Drive vehicle into hoist area, open hood, raise vehicle and remove all wheels



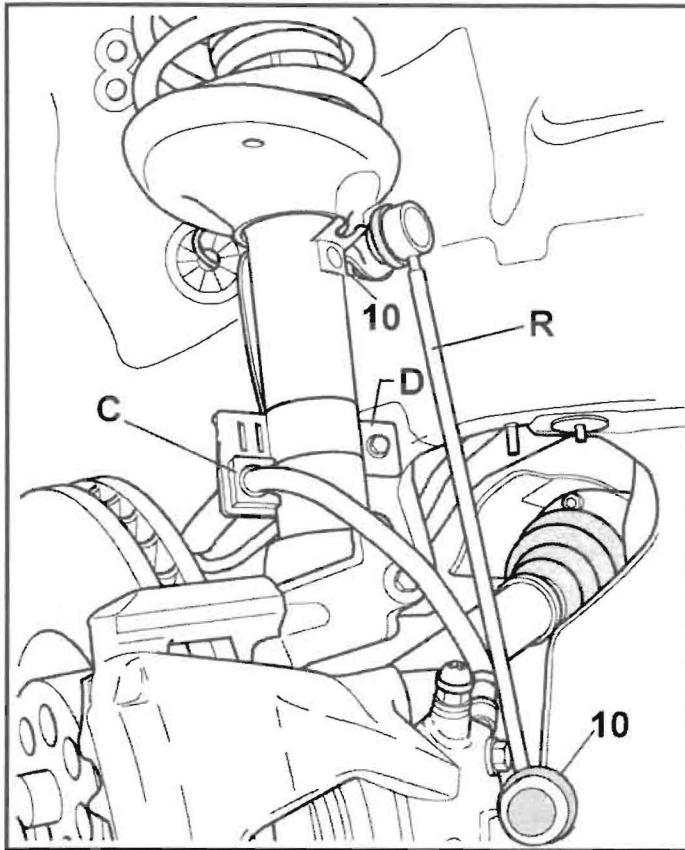
- ⇐ Remove screws (arrows), unclip plastic retainers, lower engine sound dampening pan from under the engine and set aside



**Note:** It is suggested to work on only one side of the vehicle at a time

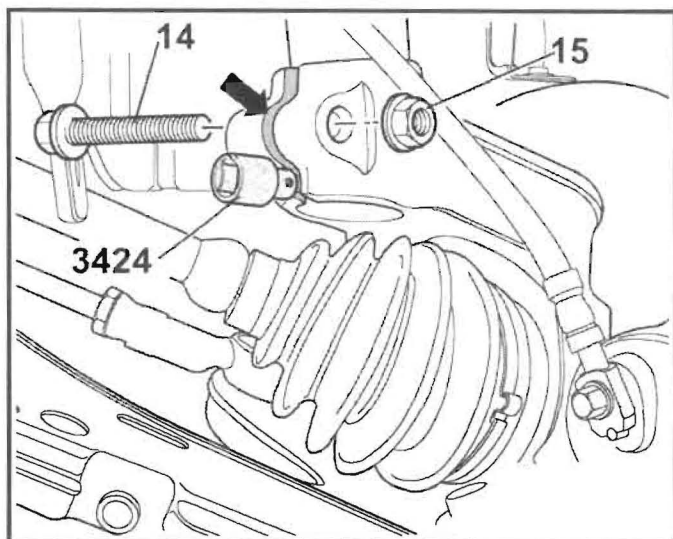
- ⇐ If the vehicle has Xenon headlights, remove bolt -12- from the control arm (left side only) securing bracket -13- for self-leveling sensor

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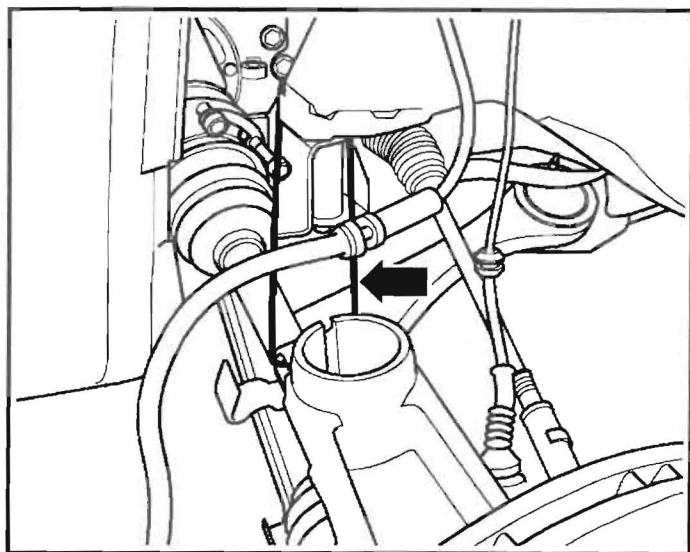
- Remove bolts from the inner CV joint on the axle shaft, disconnect and temporarily tie off or suspend (as low as possible) with wire attaching to brake line retaining bracket
- ⇐ Remove nuts -10- for securing connecting link between stabilizer bar and suspension strut; remove link -R- and set aside
- ⇐ Pull spring clip -C- off front of brake hose bracket and slide hose out of bracket
- ⇐ Remove bolt holding bracket -D- and remove bracket and set aside
- Slide wheel ABS sensor wiring out of holding brackets on suspension strut

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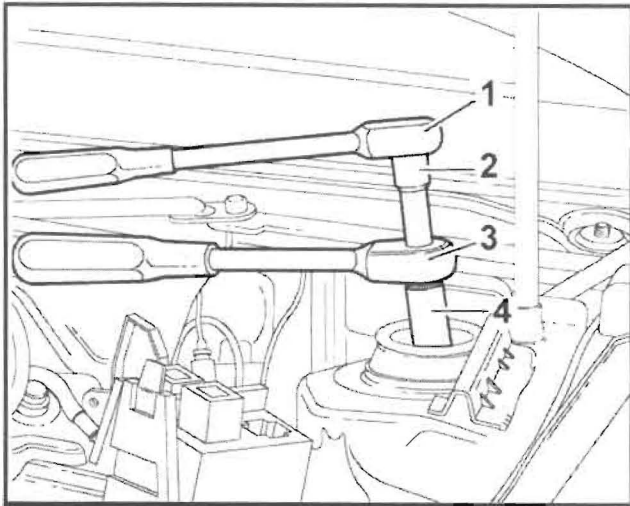
- ⇐ Remove bolt -14- and nut -15- securing the wheel bearing housing to the suspension strut
- ⇐ Insert special tool 3424 or equivalent into slot –arrow-, turn 90° and slide wheel bearing housing downward off strut

**Note:** To prevent binding, keep brake rotor vertical when sliding wheel bearing housing downward. Extra downward effort on the wheel bearing housing may be required to get suspension strut out of wheel bearing housing because removal clearance is minimal



- ⇐ To hold wheel bearing housing in position, secure it to the brake line bracket on the frame with a temporary wire –arrow- by inserting wire in bearing housing bolt hole and wrapping around the brake line bracket

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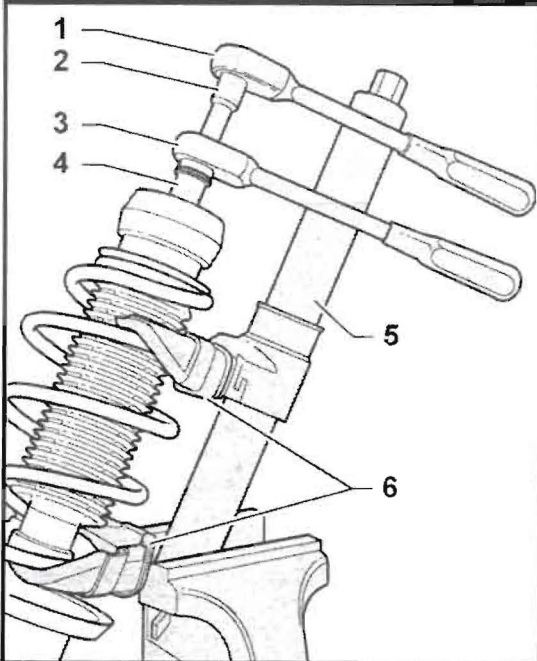


- Remove plastic cover on top of suspension strut upper mount

Note: The strut and spring must be held to prevent from falling

- ⇐ Remove nut for upper strut mounting using special tools (or equivalent) T 10001/9 -2-, T 10001/11 -3-, T 1001/5 -4- and standard ratchet -1-; and place strut on work bench

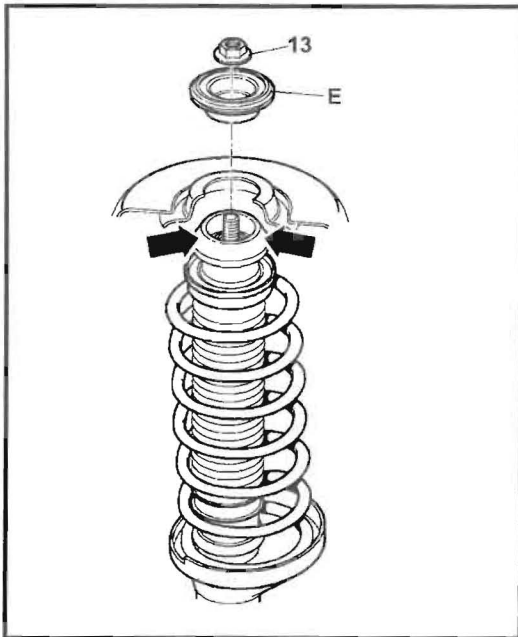
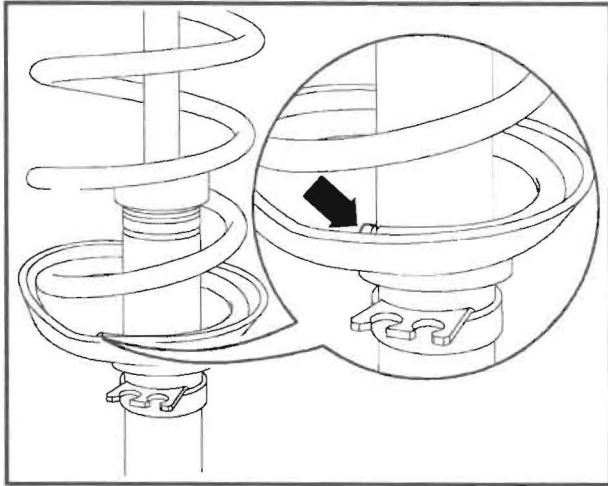
Note: Special tool -3186- with a standard 7 mm hex wrench can be used as an alternative to the tools described above



- ⇐ Using protective covers on vice, clamp spring compressor -5- V.A.G. 1752/1 with retainers -6- V.A.G.1752/4 (or equivalent)

Note: Make certain the coil spring is properly seated in adaptors -6-

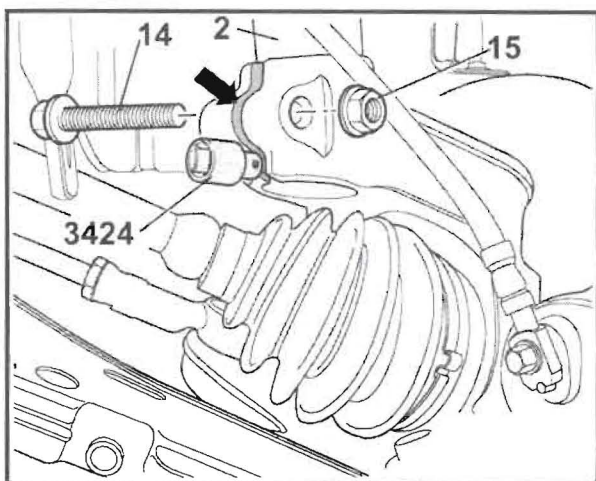
- Insert coil spring and suspension strut in spring compressor and compress coil spring until the upper spring plate is free
- ⇐ Use ratchet -1- with special tools -2- T 10001/8, -3- T10001/11, and -4- T 10001/5, remove nut, mount, bearing, spring seat, rubber stop, boot and strut



## Suspension Strut Installation

- Reinstall rubber stop and boot on new strut from kit
  - Insert new suspension strut (8N0 413 031 M) in coil spring, reinstall spring seat, bearing, mount and nut
- ← The end of the coil spring must be set against stop –arrow–
- Tighten nut to 60 Nm (44 ft lbs.) using the same tools as in removal and also use a torque wrench
- ← Before installing strut assembly into the vehicle, apply lubricant G 294 421 A1 using a small brush on rubber mount -arrows-
- ← Install new suspension strut into vehicle; reinstall stop –E- and secure with new lock nut -13- (N 903 536 03) from kit and torque to 60 Nm (44 ft lbs.)
- Reinstall plastic cover on top of suspension strut upper mount
  - Remove temporary wire holding the wheel bearing housing to the brake line bracket

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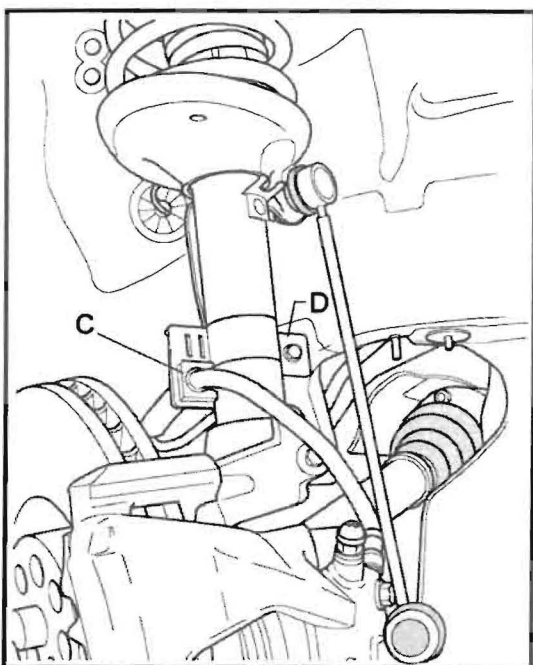
⇐ Install suspension strut -2- into wheel bearing housing

Note: A hydraulic jack may be needed to lift wheel bearing housing up onto strut assembly. Do not lift with jack on ball joint

⇐ Remove special tool 3424 from slot -arrow- by turning 90°

⇐ Install new bolt -14- (N 102 078 03) and nut -15- (N 101 064 02) from kit and tighten to 60 Nm (44 ft lbs.) + turn an additional 90°

Note: Ensure the bolt -14- is inserted from the correct side (rear) when installing



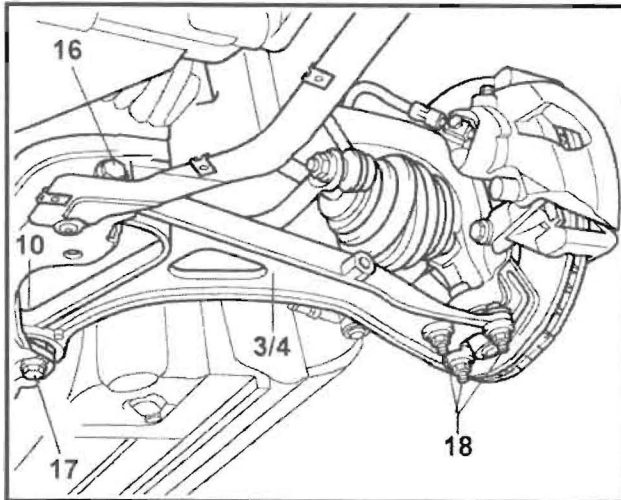
⇐ Reinstall bracket -D- with bolt and tighten to 9 Nm (80 in. lbs.)

⇐ Reinsert brake line hose into bracket and secure with spring clip -C-

- Reinsert ABS sensor wire into holding brackets on strut
- Remove temporary wire supporting axle shaft
- Reinstall inner CV joint to flange and torque bolts to 70 Nm (52 ft. lbs.)
- Repeat section A for opposite side of vehicle
- Proceed to Section B

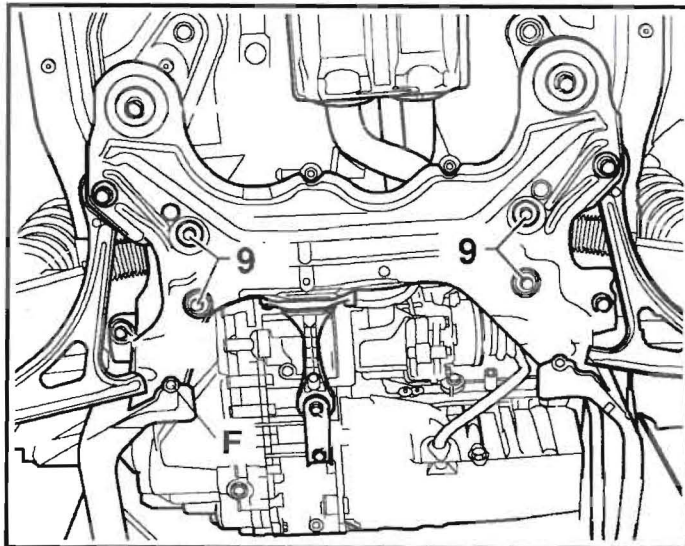
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## Section B – Front Stabilizer and Control Arms Removing and Replacement



Note: Bolt -17- is secured with a nut -10- above subframe and bolt -16- could have a loose nut or a cage nut on the subframe

⇐ Loosen bolts -16-, -17-, and nuts -18-, on both left and right side control -3/4- arms but do not remove. (Note ball joint stud position for reassembly, should be in center of elongated holes)



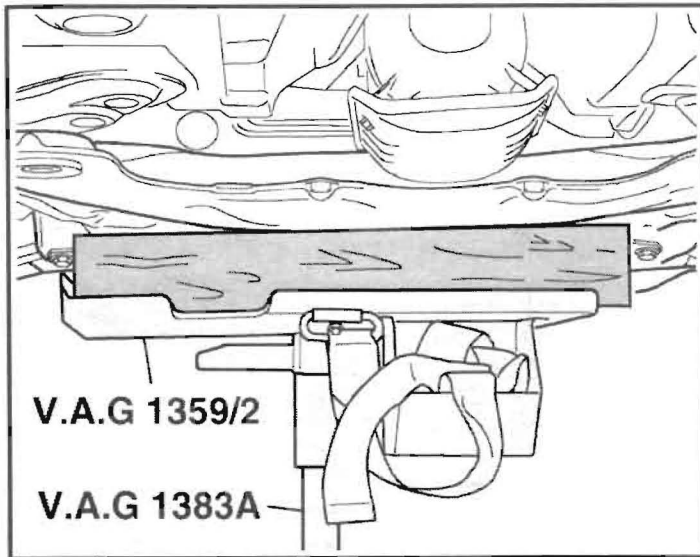
⇐ Remove bolts -9- securing the steering gear

Note: To prevent the steering column shaft from slipping off the splines on the steering gear, temporarily tie off or suspend the left and right tie rods with wire to the brake line retaining bracket

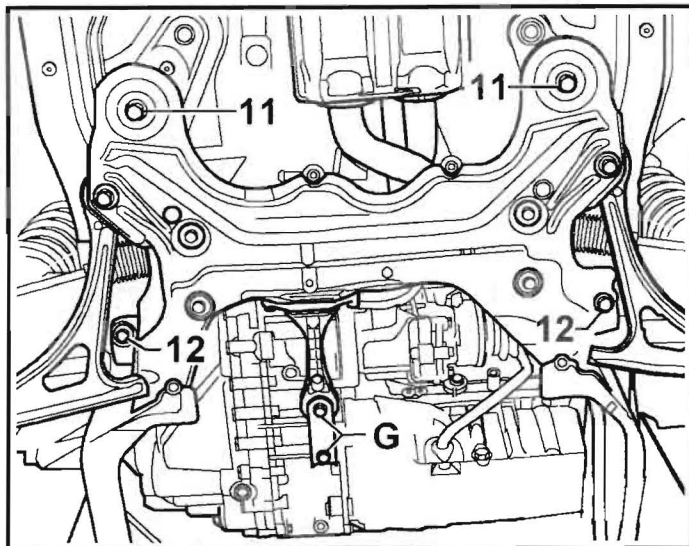
- On quattro vehicles, remove torx screw -F- (under plastic side sound dampener) that secures the power steering line bracket and move bracket around subframe

Note: On quattro vehicles, if there is no torx screw securing the power steering line bracket on the bottom of the subframe, then the power steering lines are secured with a nut on the left side stabilizer clamp to subframe. This nut must be removed before the subframe can be lowered.





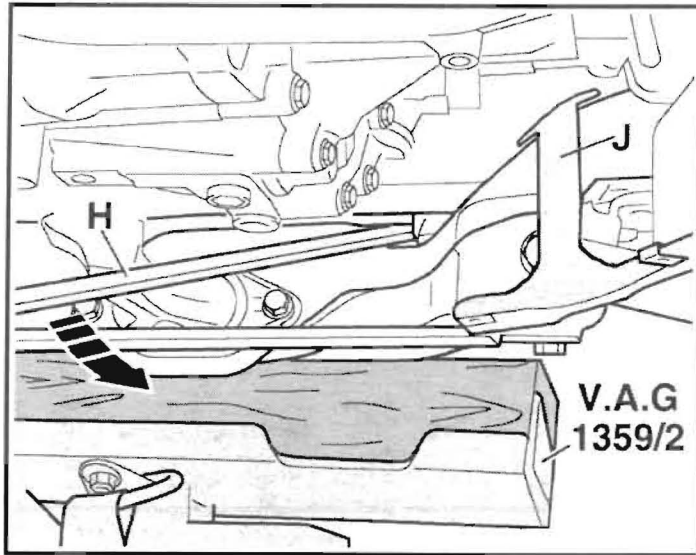
← Using transmission jack V.A.G. 1383A with adaptor V.A.G. 1359/2 or equivalent, place a block of wood on adaptor and lift up to support subframe



← Remove bolts -G- on the transmission for the pendulum support

Note: The black brace does not come off the aluminum pendulum support

← Remove subframe bolts -11- and -12-



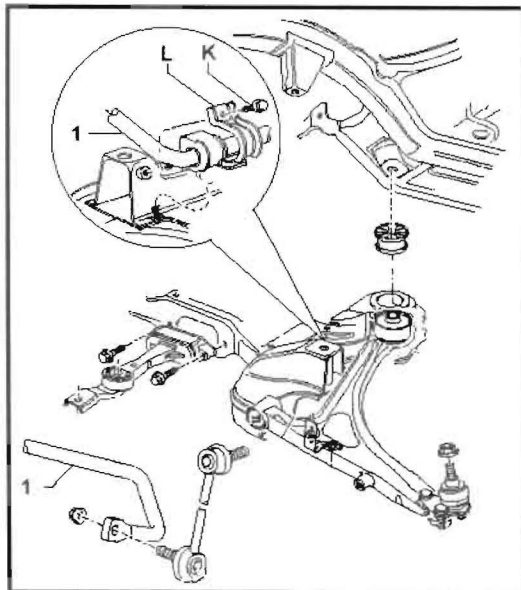
⇐ Insert a pry bar -H- between subframe and steering gear and *carefully* separate steering gear from subframe

Note: There is a pilot bushing in the steering gear on the left side that is being pried out of the subframe

⇐ Move bracket -J- for power steering line out from under subframe

- *Carefully* lower subframe with stabilizer bar about 130 mm or 5 inches down from vehicle

Note: When lowering subframe the stabilizer bar will need to be guided around steering gear mounts

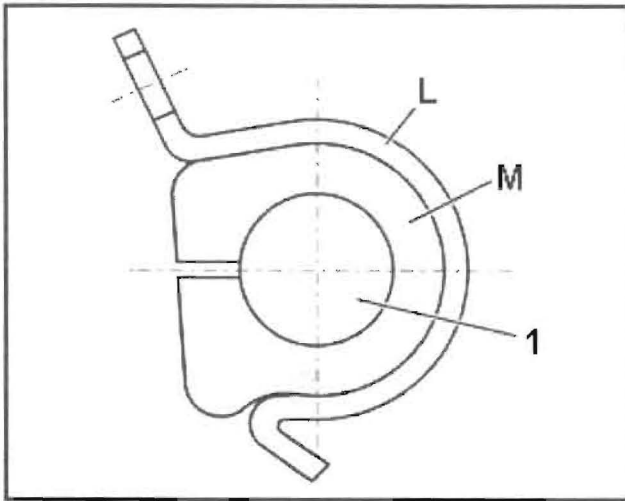


⇐ Remove bolt -K- and clamp -L- that secures stabilizer bar -1- on the left and right sides of the subframe

⇐ From the rear of the subframe, lift stabilizer bar -1- with rubber mounts, upward, and rearward off the subframe and set aside

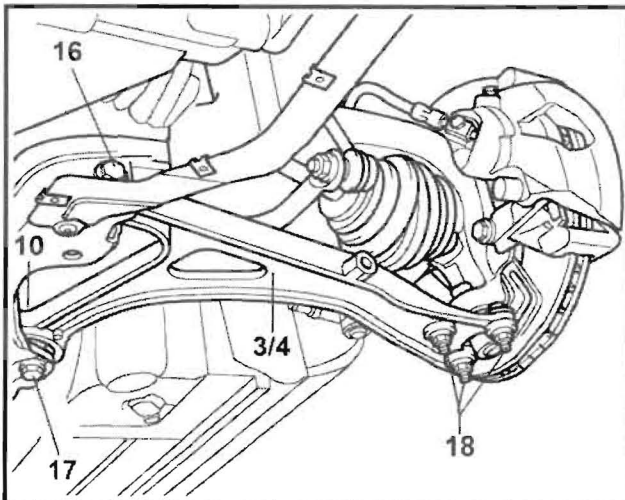
⇐ From the rear, install new stabilizer bar -1- (8N0 411 303 G) including new rubber mounts

⇐ Reinstall clamp -L- and hand start bolt -K- on each side



⇐ Check for correctly assembled position of rubber mount -M- and clamp -L- on new stabilizer bar -1-

- Tighten bolt on each clamp to 27 Nm (20 ft lbs)



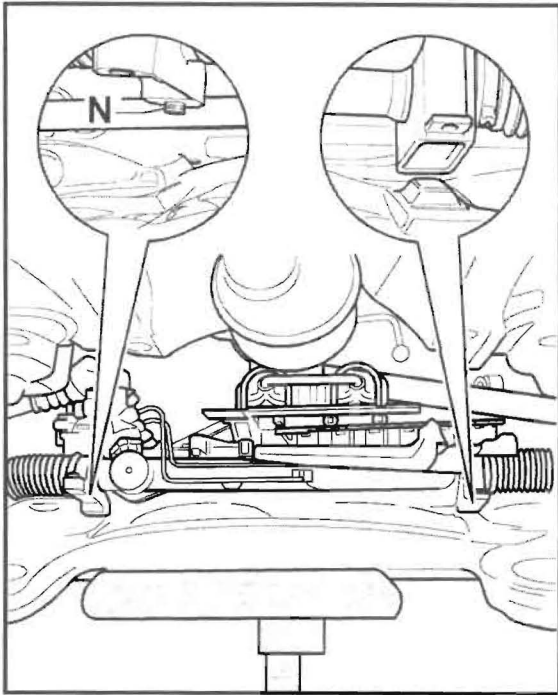
⇐ Remove nuts -18- securing control arm to ball joint

⇐ Remove bolt -16- and bolt -17- & nut --10- and remove control arm -3/4- from the subframe

⇐ Install new control arm -3/4- (8N0 407 151 D/152D) using new bolt -17- (N 102 622 01) and nut -10- (N 015 081 4), new bolt -16- (N 904 840 03) (may also need nut N 015 081 4) and new nuts -18- (N 103 320 01); all are in the kit

- Firmly tighten bolts and nuts after the subframe is reattached to the vehicle

**Note:** Do not torque bolts -16- and -17- (70 Nm (52 ft. lbs.) and turn an additional 90°) until the vehicle is on the ground or the nuts -18- (75 Nm (55 ft. lbs.)) on the ball joint until after front end alignment

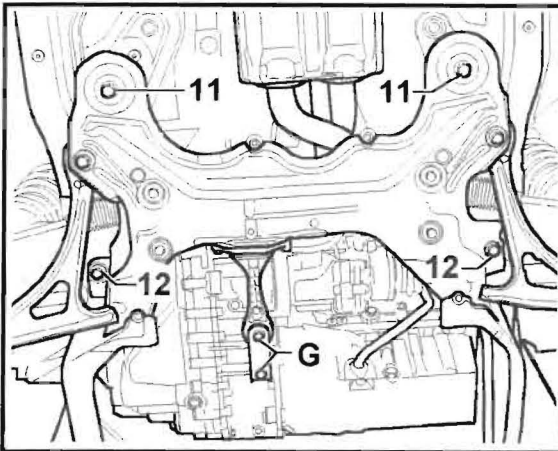


- Raise subframe with stabilizer bar up into position

Note: The mount on each ends of the steering gear must be moved into position between stabilizer bar and subframe before the subframe can be lifted up to the frame

⇐ The left side has a pilot bushing -N-

- Remove temporary wires on tie rods supporting steering gear

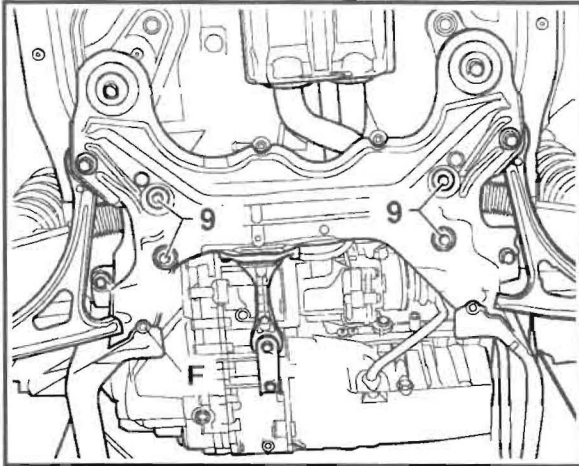


⇐ Insert new bolts -12- (N 907 349 01) and -11- (N 907 528 01) from kit and firmly tighten (**torque to 100 Nm (74 ft. lbs.) and turn an additional 90° after front end alignment**)

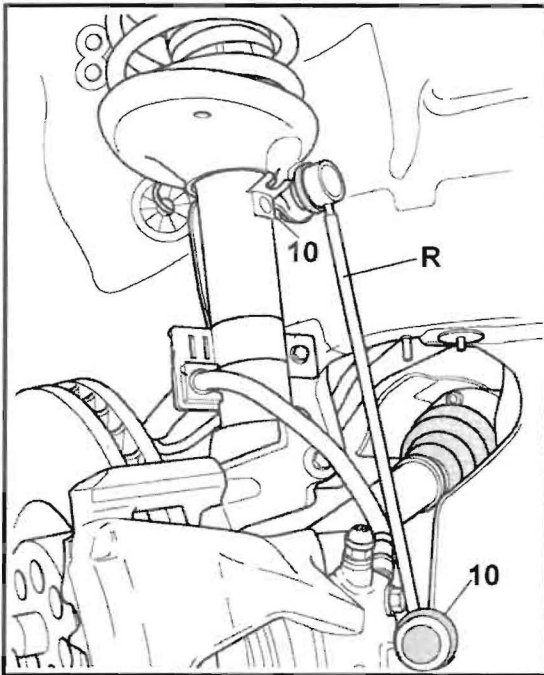
⇐ Reinstall bolts -G- and torque to 50 Nm (37 ft. lbs.)

- Lower transmission jack and move aside

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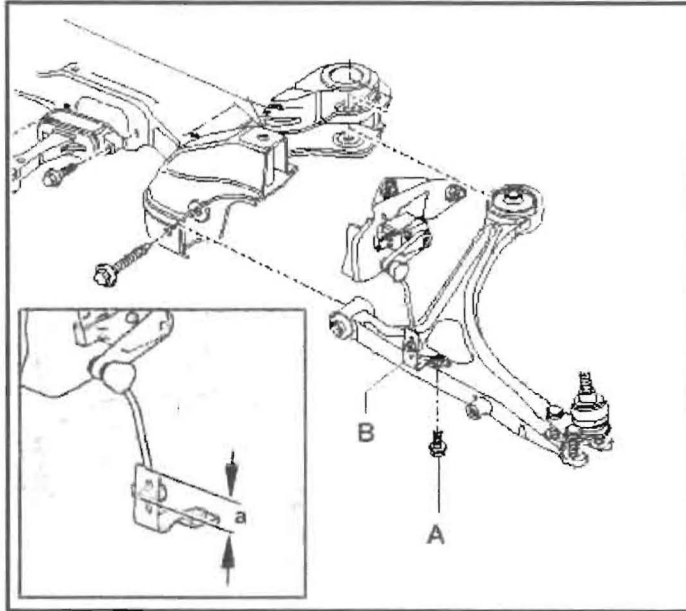


- ⇐ Install new bolts -9- (N 100 155 06) from kit for securing steering gear to subframe and torque to 20 Nm (15 ft. lbs.) and turn an additional 90°
- On quattro vehicles, reposition power steering line holding bracket and secure with torx screw -F- and torque to 2.5 Nm (22 in. lbs)

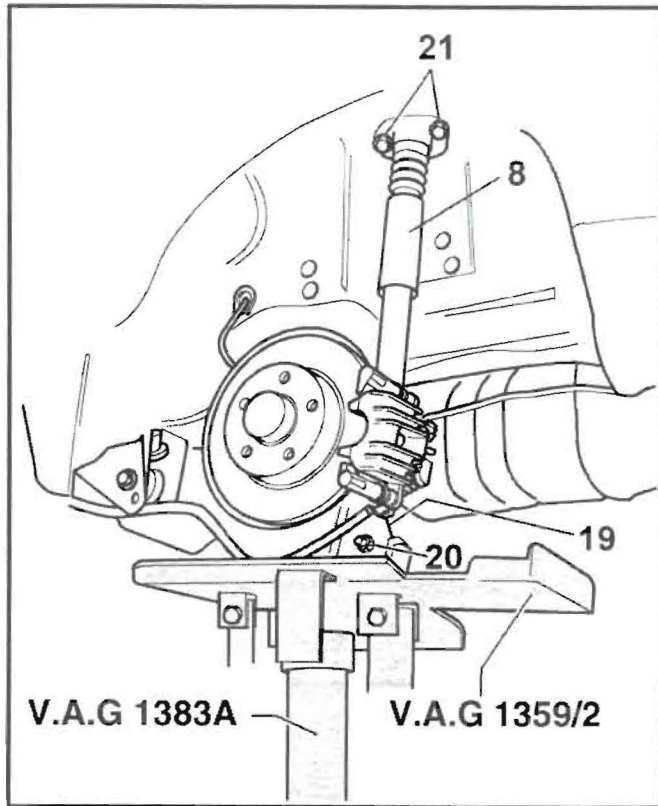


Note: The ball joint with the longer stud on the connecting link is attached to the strut and the ball joint with the shorter stud to the stabilizer bar

- ⇐ Reinstall connecting links -R- on left and right side to the new stabilizer bar using new nuts -10- (N 015 081 4) from kit and torque to 60 Nm (44 ft. lbs.) and turn an additional 90°



- ⇐ If vehicle has Xenon headlights, reinstall bolt -A- on control arm (left side only) to securing bracket -B-
- ⇐ If bracket has an elongated hole, the distance -a- from top of bracket to stud on linkage is 19 mm and bolt torque is 4 Nm (35 in. lbs.)
- Reinstall engine sound dampening pan and secure with screws
- If vehicle is front wheel drive, proceed to Section C
- If vehicle is a quattro, go to Section D



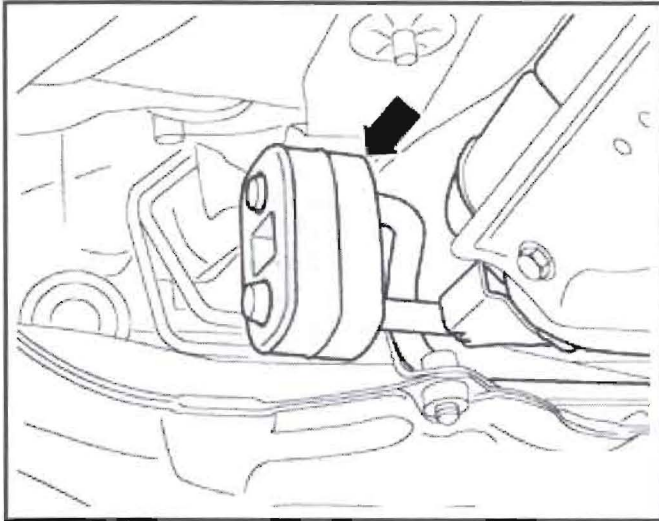
## Section C – Front Wheel Drive Rear Shock Absorber Replacement

- ⇐ Use transmission jack V.A.G 1383A with adaptor V.A.G. 1359/2 and lift rear suspension to remove pressure on bolts
- ⇐ Remove bolts -21- (either 2 or 3 bolts)
- ⇐ Remove bolt -20- and nut -19- and remove shock absorber -8-
- ⇐ Install new shock absorber -8- (8N0 512 011 AE) with new bolts -21- (N 906 484 01) from kit and torque to 30 Nm (22 ft. lbs.) and turn an additional 90°
- ⇐ Install new bolt -20- (N 905 173 02) and new nut -19- (N 102 861 02) from kit and firmly tighten (**torque to 40 Nm (30 ft. lbs.) and turn an additional 90° with wheels on the ground**)

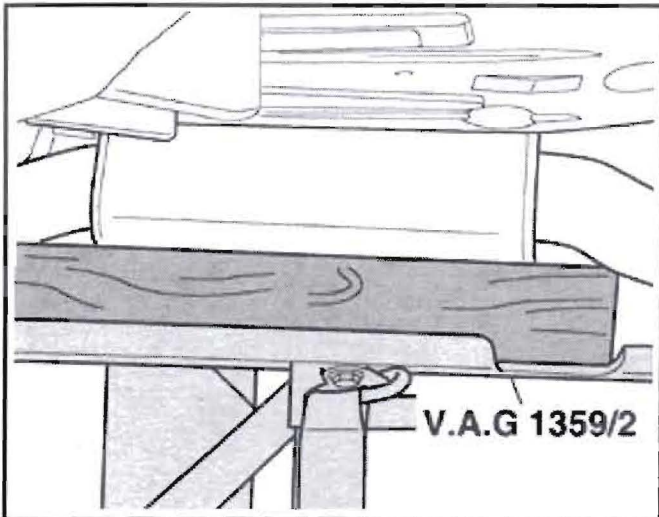
- Lower jack and repeat procedure on the opposite side of the vehicle
- Reinstall all wheels and torque bolts to 120 Nm (89 ft. Lbs.)
- Go to Section E

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## Section D - Quattro Vehicles Rear Stabilizer Replacement



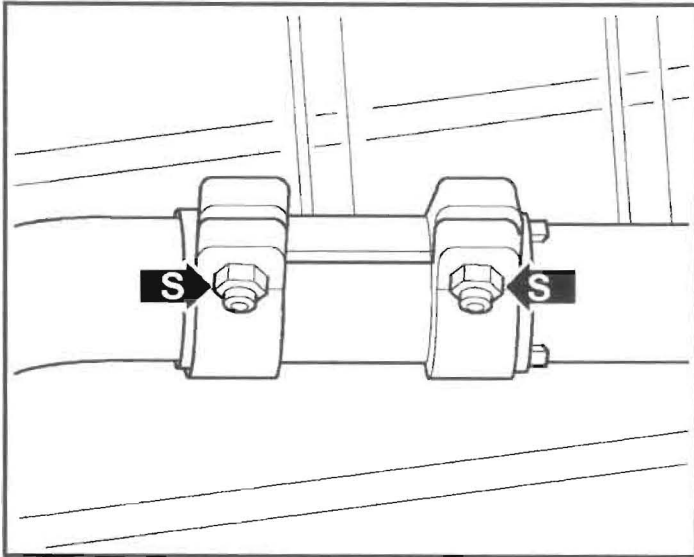
⇐ Remove rubber exhaust mount -arrow-in the center of the vehicle



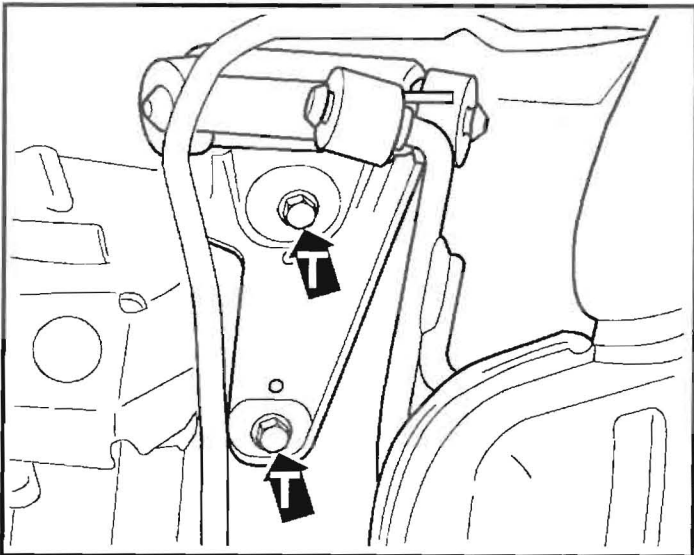
⇐ Use transmission jack V.A.G. 1383A with adaptor V.A.G. 1359/2 or equivalent, place a block of wood on adaptor and lift up to support muffler

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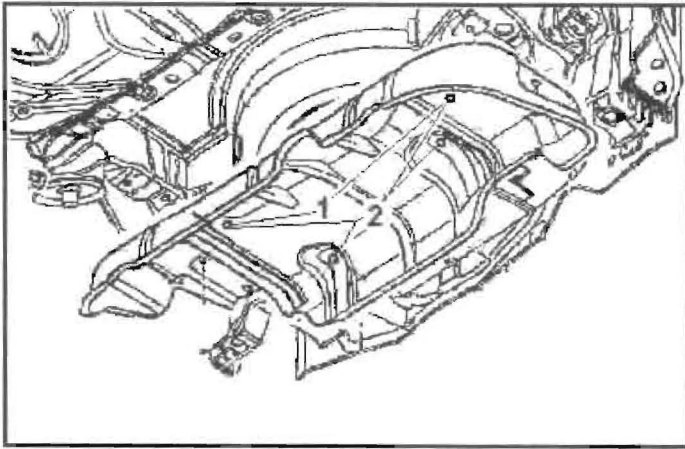


← Loosen nuts -S- on clamp and disconnect exhaust pipe

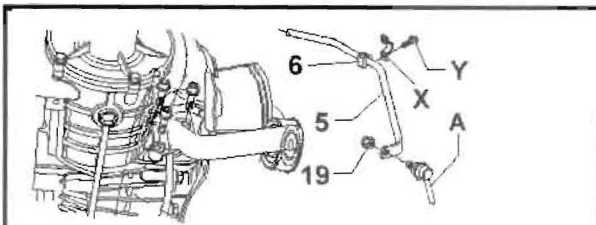


← At the rear of the vehicle, remove bolts -T- for exhaust hanger brackets on the left and right sides of the vehicle

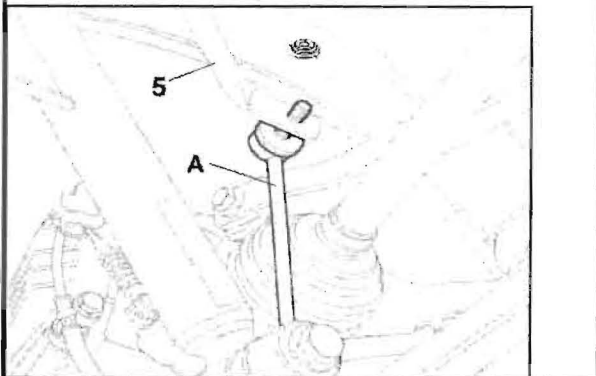
- Lower the transmission jack slightly and remove exhaust system



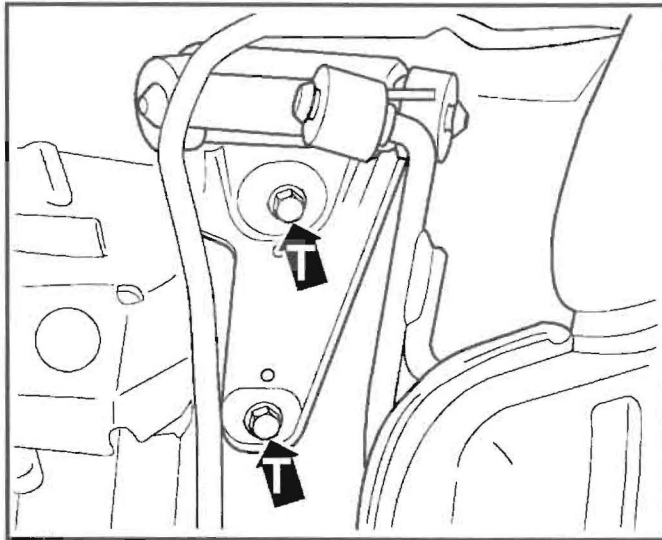
- ⇐ Remove 2 nuts -1- on front 2 muffler heat shield retaining clips
- ⇐ Pry loose 4 clips -2- holding muffler heat shield on bottom of the vehicle, and remove heat shield and set aside



- ⇐ Remove nut -19- securing connecting link -A- to stabilizer bar -5- on both sides of the vehicle
- ⇐ Remove bolt -Y- and clamp -X- on each side of the vehicle and remove stabilizer bar -5- from the vehicle
- ⇐ Install new stabilizer bar -5- (1J0 511 409 G) with rubber mounts -6- (8D0 511 327 C) from kit
- ⇐ Secure new stabilizer bar with clamp -X- and bolt -Y- by tightening each bolt to 5 Nm (44 in. lbs.) initially then final torque to 20 Nm (15 ft. lbs.)

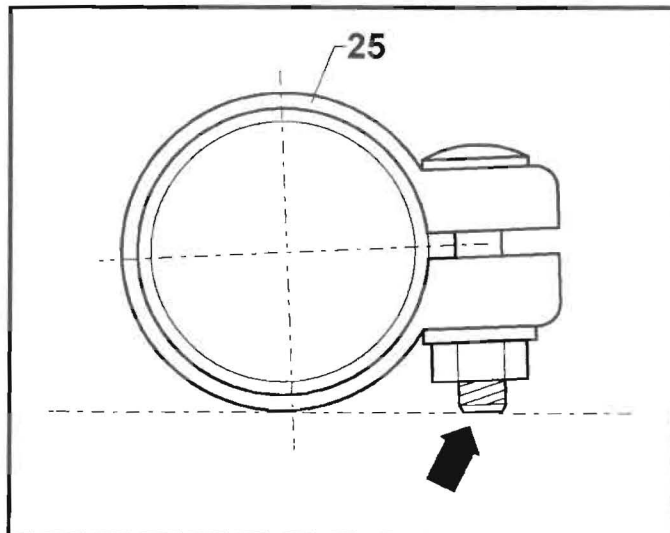


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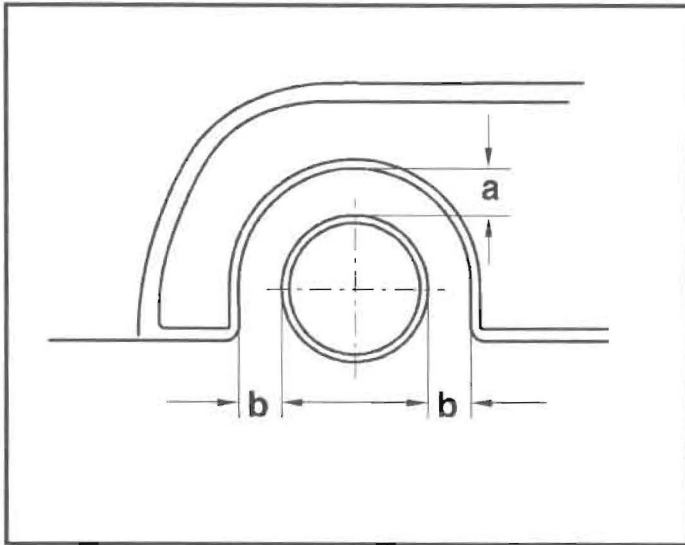


Note: Prior to reinstalling muffler heat shield, remove retaining clips and install new retaining clips N 903 350 04 from kit

- Reinstall muffler heat shield and secure by pushing 4 new clips over studs
  - Reinstall nuts on studs over front two retaining clips
  - Use transmission jack and lift muffler into position
- ← Reinstall muffler and tighten hanger bracket bolts -T- to 25 Nm (18 ft. lbs.)
- Lower transmission jack and move aside

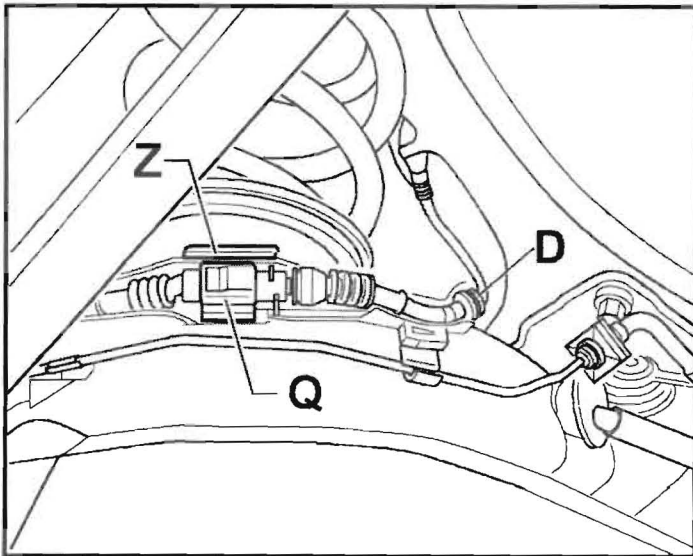


- ← Use new exhaust pipe clamp -25- (357 253 141 A) from kit and torque nuts to 40 Nm (30 ft. lbs.)
- ← Clamp position shown is looking from front of vehicle rearward; position of bolt should not be lower than clamp



⇐ The rear exhaust pipe clearance -a- and -b- distance to the bumper cover must be equal; if necessary, loosen hanger brackets and move muffler into correct position and retighten bolts

- Reinstall rubber exhaust mount on hanger at the center of the vehicle
- Proceed to Section E

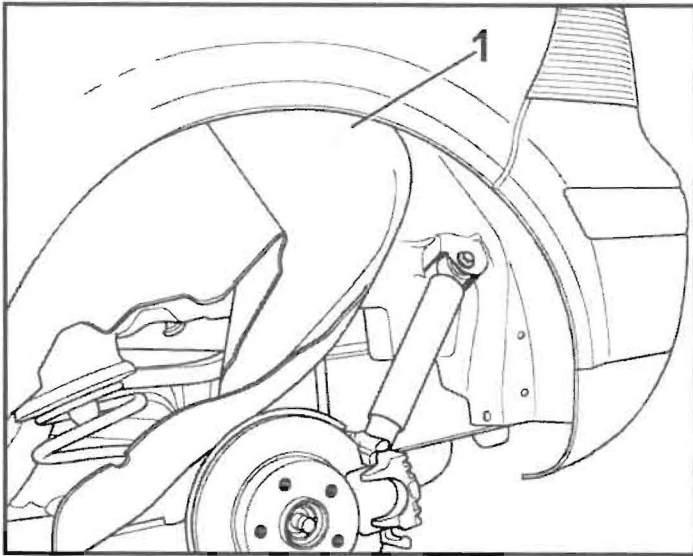


### Section E - Quattro Vehicle Rear Shock Absorber Replacement

⇐ Unclip ABS sensor wire from end of plastic holder -D-

⇐ Open cover -Z- and remove connector -Q- from plastic holder

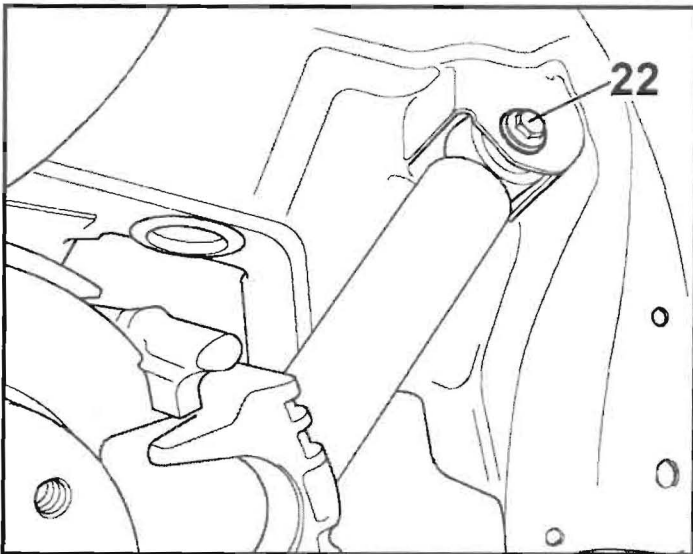
**Note:** This is a precautionary step to prevent damaging the sensor wire if the suspension is lowered beyond normal working range



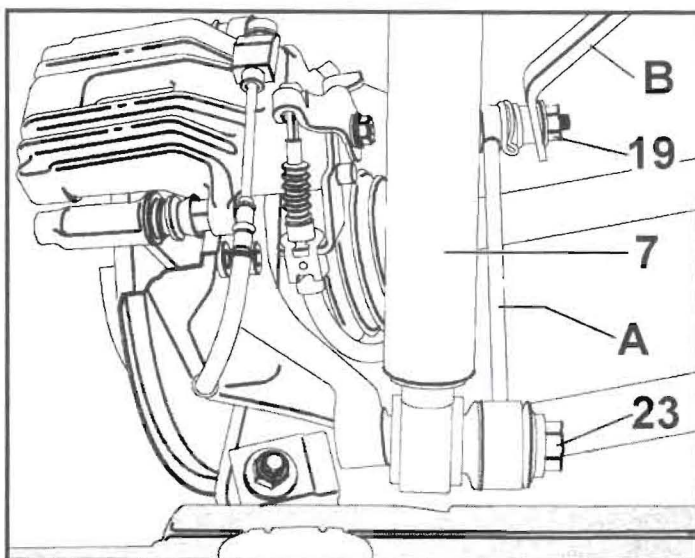
⇐ Remove torx screws and pull rear portion of plastic wheel housing  
-1- forward over disc brake

- Use transmission jack V.A.G. 1383A with adaptor V.A.G. 1359/2 or equivalent and raise axle slightly to remove pressure on bolts

Note: Do not let suspension go lower than normal working range or damage to the headlight leveling sensor and linkage could occur



⇐ Remove bolt -22- on upper shock absorber mount

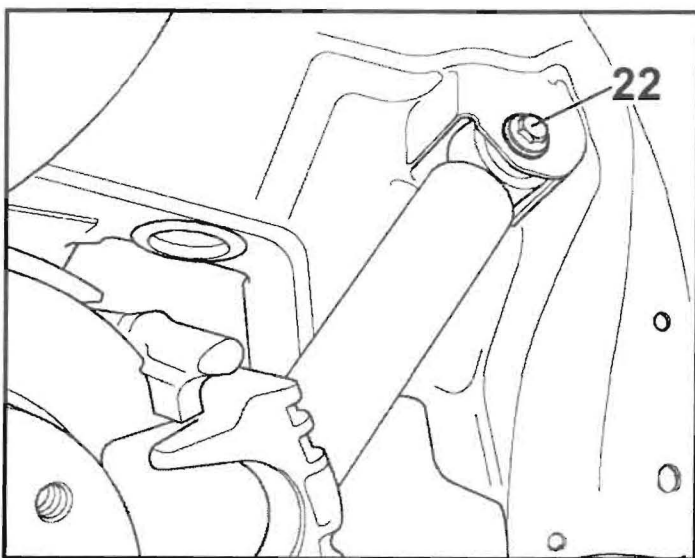


⇐ Remove lower bolt -23- and connecting link -A- on lower shock absorber mount and remove shock absorber

⇐ Install new shock absorber -7- (8N0 512 011 AG) from kit, reinstall connecting link -A- and secure with new bolt -23- (N 104 281 01) from kit (**bolt must be torqued to 110 Nm (81 ft. Lbs.) with wheels on the ground**)

⇐ Secure connecting link -A- to stabilizer -B- with new nut -19-

⇐ (N 102 861 02) from kit and torque to 25 Nm (18 ft. lbs.)



⇐ Use new bolt -22- (N 907 813 01) and secure shock absorber to upper mount and torque to 60 Nm (44 ft. lbs.)

- Lower transmission jack and move aside
- Reposition wheel housing liner and secure with torx screws
- Reinsert ABS sensor wire in plastic holder and close cover
- Re-clip ABS sensor wire to end of plastic holder
- Repeat procedure on opposite side of the vehicle
- Reinstall 4 wheels and torque wheel bolts to 120 Nm (89 ft. Lbs.)
- Start engine and check for exhaust leaks
- **Properly dispose of all removed parts**
- Proceed to Section F

## Section F – Front End alignment

- ***IMPORTANT*** - On quattro vehicles, prior to aligning the vehicle, torque the rear shock mount lower bolt to 110 Nm (81 ft. lbs.) with the wheels on the ground
- ***IMPORTANT*** - On front wheel drive vehicles, prior to aligning the vehicle, torque the rear shock absorber mounting lower bolt to 40Nm (30ft. lbs.) + an additional 90° with the wheels on the ground
- ***IMPORTANT*** - Subframe bolts must be torqued after doing the front end alignment

### General Notes

Wheel alignment should only be checked using VW/Audi approved wheel alignment equipment

- When making adjustments, keep to the specified settings as accurately as possible
- Vibrations can also be caused by excessive residual imbalance and/or vertical wheel run out

Wheel alignment checks must always include both the front and the rear axles otherwise the proper running characteristics of the vehicle cannot be ensured

## Wheel Alignment Specifications

Specifications valid for all engine versions

Front axle	Front Wheel Drive	quattro
Toe setting for each wheel (wheels not pressed)	$4' \pm 3.5'$	$4' \pm 3.5'$
Overall toe (wheels not pressed)	$8' \pm 7'$	$8' \pm 7'$
Camber <sup>1)</sup>	$-45' \pm 30'$	$-45' \pm 30'$
Maximum permissible difference between left and right	Maximum 30'	Maximum 30'
Toe-out on turns at 20 <sup>0</sup>	$-1^{\circ} 31' \pm 20'$	$-1^{\circ} 31' \pm 20'$
Caster (not adjustable)	$7^{\circ} 58' \pm 30'$	$7^{\circ} 58' \pm 30'$
Maximum permissible difference between left and right	Maximum 30'	Maximum 30'

<sup>1)</sup> There is no provision for adjusting camber. Slight corrections can be made by moving the subframe; adjustment range approx 10' to 15'.

Specifications valid for all engine versions

Rear axle	Front Wheel Drive
Camber <sup>1)</sup>	$-2^{\circ} \pm 20'$
Maximum permissible difference between left and right	Maximum 30'
Toe setting for each wheel <sup>1)</sup>	$14' \pm 5'$
Overall toe <sup>1)</sup>	$28' \pm 10'$
Maximum permissible deviation in direction of travel relative to axis of vehicle <sup>2)</sup>	Maximum 15'

<sup>1)</sup> not adjustable

<sup>2)</sup> slight corrections are possible by moving the rear axle beam

Rear axle	quattro
Camber	$-1^{\circ} 2' \pm 20'$
Maximum permissible difference between left and right	Maximum 20'
Toe setting for each wheel	$7.5' \pm 30'$
Overall toe	$15' \pm 10'$
Maximum permissible deviation in direction of travel relative to axis of vehicle	Maximum 20'

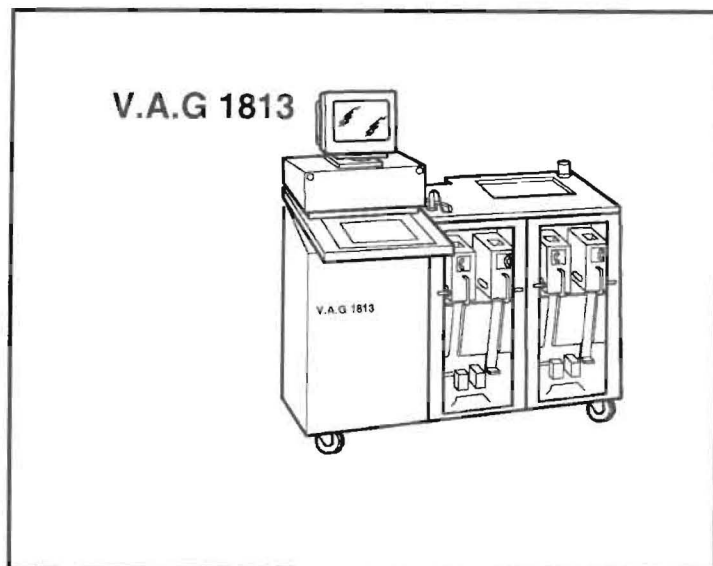
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## Test Requirements

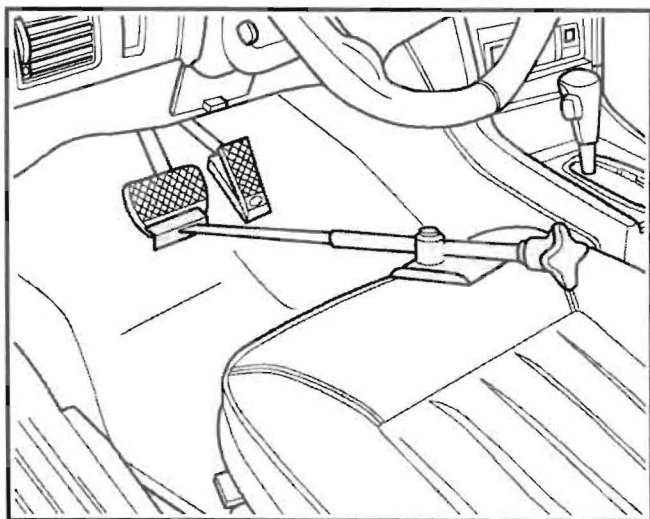
- Check suspension, steering and steering linkage for excessive play and damage
- Tread depth difference of no more than 2 mm on one axle
- Tires are inflated to correct pressure
- Vehicle at correct curb weight <sup>1)</sup>
  - <sup>1)</sup> Curb weight is defined as the weight of the vehicle ready for the road (fuel tank completely filled, spare wheel, vehicle tools and vehicle jack)
- After a certain period, wheel alignment platforms and computer equipment can lose their original leveling setting and adjustments
- Wheel alignment platforms and computer equipment should be serviced and calibrated at least once a year
- Precision equipment of this type should be treated with due care
- If necessary, contact the manufacturer for familiarization with the proper use of the equipment

**Note:** Setting basic settings of headlight range control or the longitudinal acceleration sensor will need to be done after doing the front end alignment



## Setting Wheel Alignment

- ← Use V.A.G. Electronic Alignment machine or equivalent
- Ensure that the sliding plates and turntables are not touching the end stop when checking the wheel alignment
- Vehicle accurately aligned, suspension bounced and rocked several times
- The test equipment must be properly adjusted and attached to the vehicle (see equipment manufacturer's instructions)
- Carry out wheel run-out compensation



**Note:** Compensating wheel run-out: The permissible lateral run-out of the wheel rims can exceed the specified toe setting tolerance. If the compensation for wheel run-out is not performed, it will not be possible to obtain a correct toe adjustment

- ← Insert brake pedal depressor

## **Overview of work sequence for measuring wheel alignment**

The vehicle must be at curb weight when measuring wheel alignment

Use the following work sequence:

1. Check front axle camber and center if necessary
2. Check rear axle camber (not adjustable)
3. Check rear axle toe and adjust as required  
Vehicles with front wheel drive, toe is not adjustable  
quattro vehicles, adjust toe as required
4. Check front axle toe with vehicle at curb weight and adjust as required

### **Checking rear axle camber (vehicles with front wheel drive and quattro)**

The camber can be checked but not adjusted on vehicles with front wheel drive and quattro

If the readings are outside the permitted tolerances, the axle beam must be checked for damage and possibly replaced

### Centering rear axle toe (vehicles with front wheel drive)

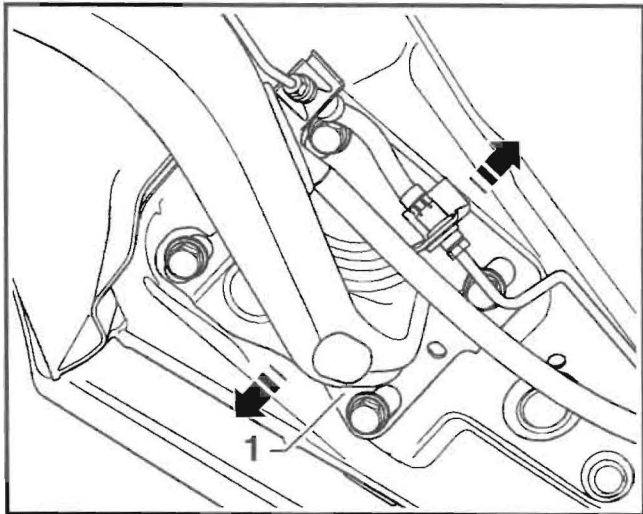
The overall toe setting on the rear axle cannot be adjusted

By moving the rear axle it is possible to center the individual toe settings

- Loosen securing bolts on mounting brackets
- Center the individual toe settings by moving the axle beam within the elongated holes at the mounting brackets

If the overall toe setting is outside the permitted tolerance, or if it is not possible to center the individual settings, the axle beam must be checked for damage and possibly replaced

It may also be necessary to check and measure the body alignment in the area of the rear axle mounting points and repair as required



### Adjusting rear wheel toe (quattro vehicles)

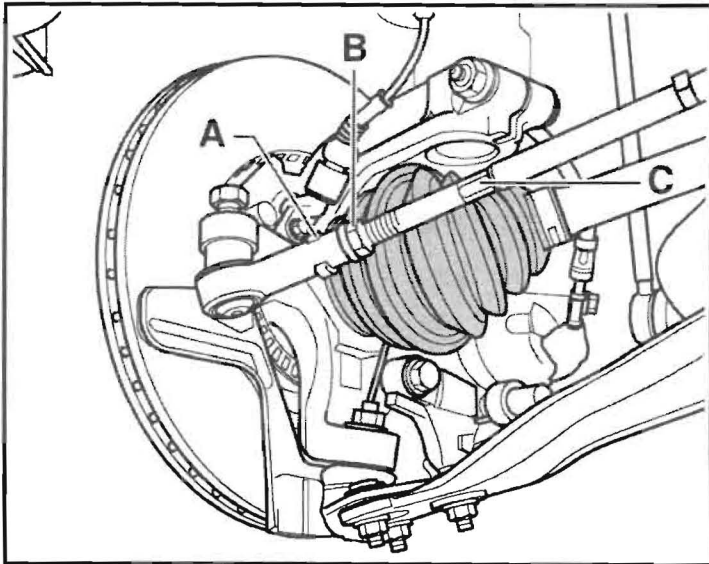
- ⇐ Loosen all bolts on mounting bracket -1-
- ⇐ Move mounting bracket -1- in the direction of arrows
- Tighten bolts to 75 Nm (55 ft lbs.)
- **Always use new bolts**

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### Centering front axle camber

- The camber cannot be adjusted
- By moving the subframe it is possible to center the camber within the specified tolerance range

### Adjusting front wheel toe



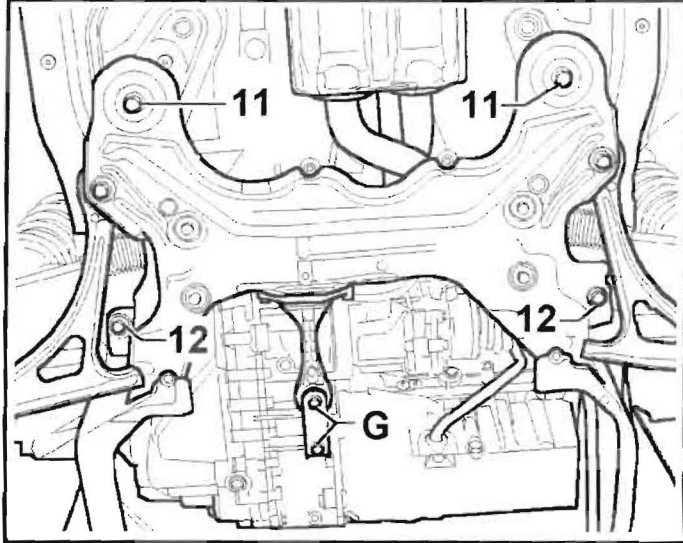
⇐ Hold tie rod end -A- and loosen lock nut -B-

⇐ Adjust toe on left and right hand wheels by turning tie rod at -C-

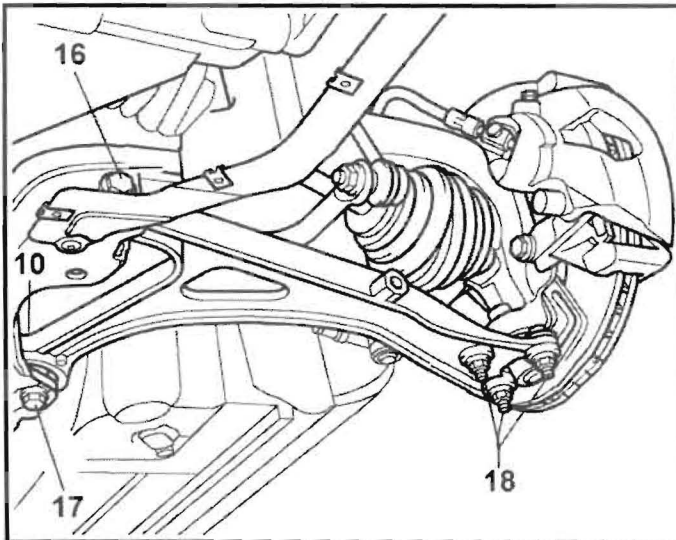
**IMPORTANT** – Ensure that the rubber boots are not twisted after turning the tie rods; twisted boots wear out quickly

⇐ Torque lock nut -B- to 50 Nm (37 ft. Lbs.); noting that the setting may change slightly after tightening

- If the measured toe is **inside the tolerance**, the adjustment is correct
- Front end alignment is complete



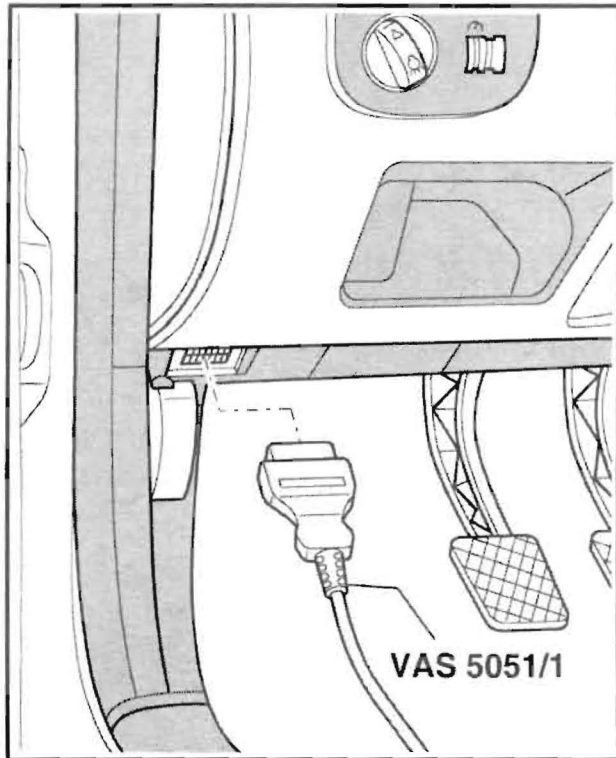
- ⇐ Torque subframe bolts -11- & -12- to 100 Nm (74 ft. lbs.) and turn an additional 90°
- ⇐ Bolts -G- have already been torqued



- ⇐ With wheels on the ground, torque control arm bolt -16- and bolt -17- with nut -10- to 70 Nm (52 ft. lbs.) and turn 90° further
- ⇐ Torque nuts -18- to 75 Nm (55 ft. lbs.)
- If vehicle has Xenon or high intensity discharge (HID) headlights, proceed to Section G for setting the basic settings for the automatic headlight levelers
- If vehicle is a **quattro**, and does not have Xenon or high intensity discharge headlights, go to Section H for setting the basic settings of the longitudinal acceleration sender (G251)
- If vehicle is not a quattro and does not have Xenon headlights the recall work is completed

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## Section G – Setting basic settings for vehicles with automatic headlight levelers



Rapid data transfer  
Insert address word XX

Help

4B0907357 LEUCHTWEITEREGLER D003 →  
Coding 00010 WSC01236

- The basic settings can be performed on the wheel alignment platform after front end alignment with vehicle on its wheels
  - Settle car (push down on car a few times so that shock absorbers and car move up and down)
- ⇐ With ignition switched off, connect VAS 5051 or V.A.G. 1551
- Switch ignition switch to the on position

⇐ Indicated on display

- Push buttons -5- twice for “Headlight automatic headlight range control”
- Push Q to confirm input

⇐ Indicated on display

- Push → button

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Rapid data transfer  
Select Function XX Help

← Indicated on display

- Press buttons -0- and -4- to select "Basic Setting" function

Rapid Data Transfer  
04 – Basic Setting Help

← Indicated on display

- Press -Q- button to confirm input

Basic Setting  
Input display group number XXX

← Indicated on display

- Press buttons -0-, -0- and -1- to input display group number 001
- Press -Q- button to confirm input

Basic Setting  
Please Wait 1→

← Indicated on display

- Headlights are moved into adjustment position (about 15 seconds)

System in Basic Setting  
Set headlights 1→

← Indicated on display

- Headlights are now in adjustment position
- Adjust headlights using a headlight adjustment tool ( e.g. VAS5046)
- Basic setting 1 turns regulation off and "Headlights not adjusted" will be stored in DTC memory
- Press → button

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Rapid data transfer Select function XX	Help
---	------

← Indicated on display

- Press buttons -0- and -4- to select "Basic Setting" function 04

Rapid data transfer 04 – Basic setting	Q
---	---

← Indicated on display

- Press -Q- button to confirm input

Basic Setting Input display group number XXX	
---	--

← Indicated on display

- Press buttons -0-, -0- and -2- to input display group number 002
- Press -Q- button to confirm input

System in Basic Setting ctrl. pos. learned	2 →
---	-----

← Indicated on display

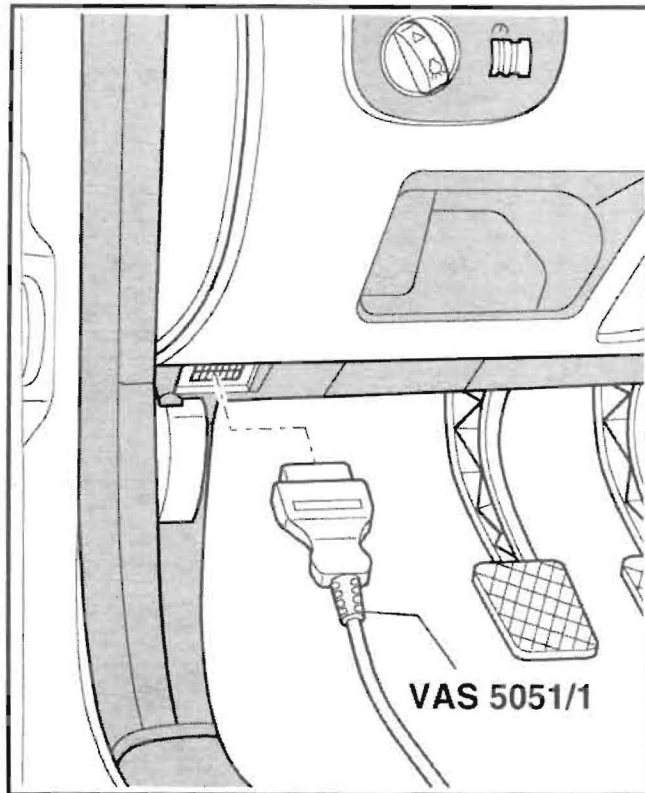
- The control module has stored this position as the normal position. "Headlights not adjusted" is erased from DTC memory and regulation is switched back on
- Press → button

Rapid data transfer Select function XX	Help
---	------

← Indicated on display

- Press buttons -0- and -6- to select the function "End output"
- Press -Q- button to confirm input
- If vehicle is a **quattro**, proceed to Section H
- If vehicle is front wheel drive, turn ignition switch to off position and disconnect V.A.G. 1551 or VAS 5051: recall work is completed

## Section H – Setting basic settings for longitudinal acceleration sender (G251) on quattro vehicles



- The basic settings can be performed on the wheel alignment platform after front end alignment with the vehicle on its wheels
- ⇐ With ignition switched off, connect VAS 5051 or V.A.G. 1551
- Switch ignition switch to the on position

Rapid data transfer Enter address work XX	Help
--	------

Rapid data transfer 03 – Brake Electronics	Q
---	---

⇐ Indicated on display

- Press –0- and –3- buttons to select address word for “Brake electronics”

⇐ Indicated on display

- Press –Q- button to confirm input

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Rapid data transfer  
Scan tool sends address word 03

⇐ Indicated on display

8N0907379 C ABS/EDS 20 IE CAN V003 →  
Coding 13504 WSC XXXXX

⇐ If the diagnostic link between the control unit and fault reader V.A.G. 1551 or VAS 5051 is working properly, the display will show the control unit identification

- Press → button

### Interrogating and erasing fault memory

Rapid data transfer Help  
Select function XX

⇐ Indicated on display

- Push -0- and -2- buttons to select the function “Check DTC Memory”
- Press -Q- button to confirm input
- Correct any fault stored in the memory using repair procedures
- Press → button

Rapid data transfer Help  
Select function XX

⇐ Indicated on display

- Press -0- and -5- buttons to select the function “Erase DTC Memory”

Rapid data transfer Q  
05 Erase DTC memory

⇐ Indicated on display

- Press -Q- button to confirm input

Rapid data transfer  
DTC memory is erased →

← Indicated on display

- Press → button

Rapid data transfer  
Select function XX Help

← Indicated on display

- Press button 1 twice to select function 11 "Login Procedure"

Rapid data transfer  
11 Login-Procedure Q

← Indicated on display

- Press -Q- button to confirm input

Login procedure  
Input code number XXXXX Help

← Indicated on display

- Enter code number 40168

- Press -Q- button to confirm input

Rapid data transfer  
Select function XX Help

◀ Indicated on display

- Press buttons 0 and 4 to select the "Basic setting" function

Rapid data transfer  
04 – Basic setting Q

← Indicated on display

- Press -Q- button to confirm input

Basic setting  
Enter display group number XXX Help

← Indicated on display

- Press buttons -0-, -6- and -9-

- Press -Q- button to confirm input

- ABS warning lamp will blink

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System in basic setting compens. OK	69 0.0X m/s <sup>2</sup>
--	-----------------------------

⇐ Indicated on display

- The value in the display does not go back to 0.00 m/s<sup>2</sup> after zero compensation has been successfully completed.
- Press → button

Rapid data transfer Select function XX	Help
---	------

⇐ Indicated on display

- Press buttons -0- and -6- to select the function “End output”
- Press -Q- button to confirm input
- Turn ignition switch to off position and remove V.A.G. 1551 or VAS 5051, recall work is completed

**Continue to next page for ZX00 Work Procedure**

# ZX Recall Work Procedure

## Rear Spoiler Installation

### Audi TT model year 2000

To ensure proper installation, read through these instructions and view the enclosed video before starting any work. This procedure must be followed exactly as described.

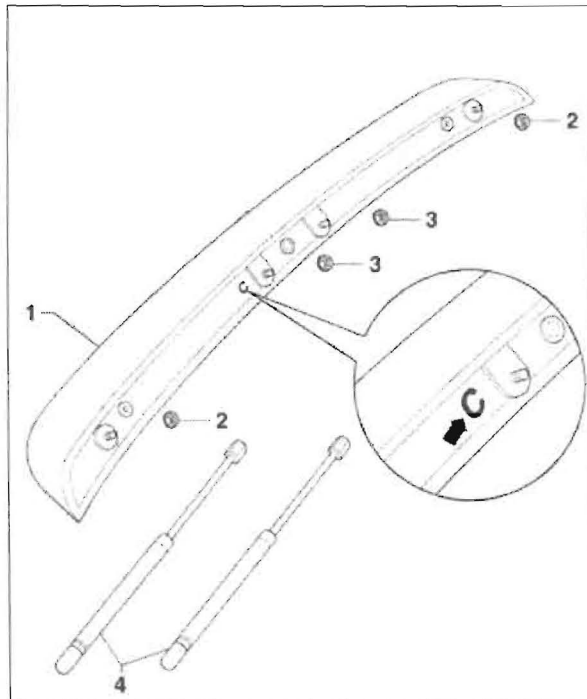


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## Spoiler Part Kits

- 8N8 898 998 Y9B (brilliant black with clearcoat)
- 8N8 898 998 Y7W (lake silver metallic)
- 8N8 898 998 Z6W (desert green pearl effect)
- 8N8 898 998 Y3C (amulet red)
- 8N8 898 998 Z9V (raven black pearl effect)
- 8N8 898 998 Z5W (denim blue pearl effect)
- 8N8 898 998 Z7X (nimbus gray pearl effect)
- 8N8 898 998 Z7W (aviator gray pearl effect)

Each of the spoiler kits contains the following parts:

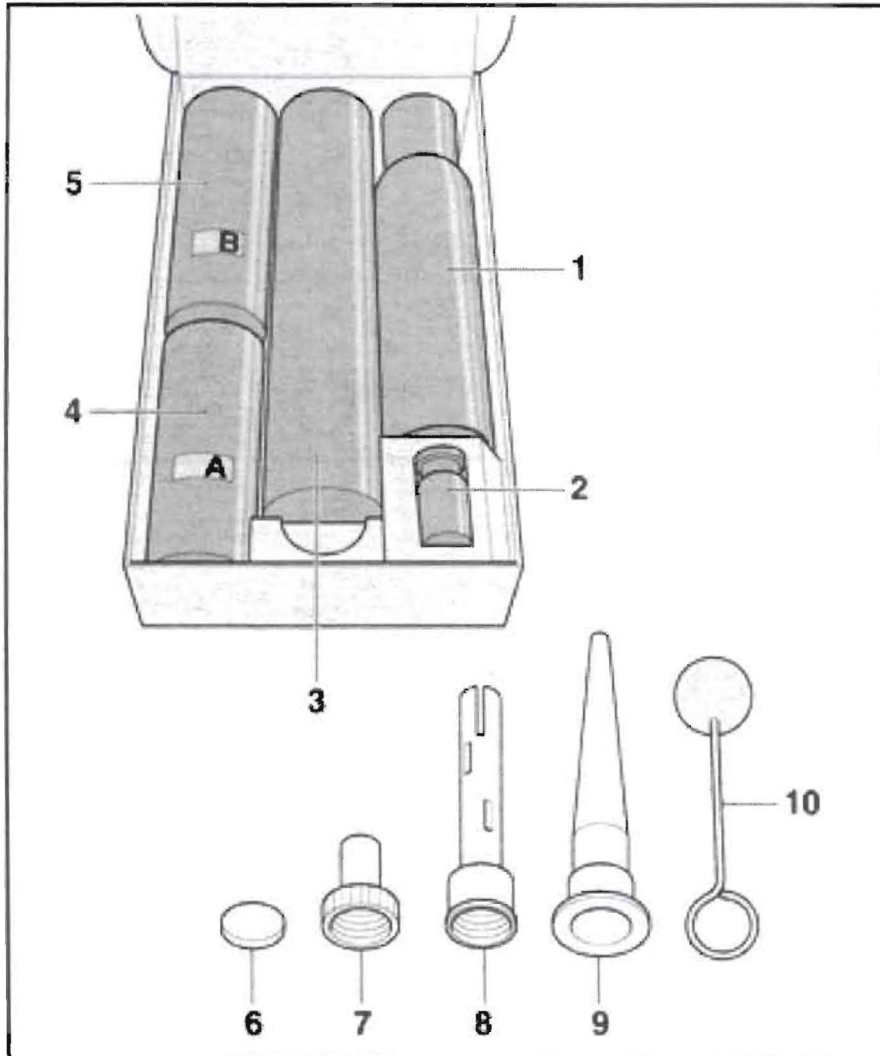


Item	Quantity	Part Number	Part Name
← -1-	1	8N8 827 933 A	Spoiler
← -2-	2	N 902 867 02	Nut Outer
← -3-	2	N 904 880 01	Nut
← -4-	2	8N8 827 552 A	Gas Strut

← The “C” designates part for Coupe, and an “R” designates Roadster: make certain correct part is installed

## Special Adhesive Tool Kit

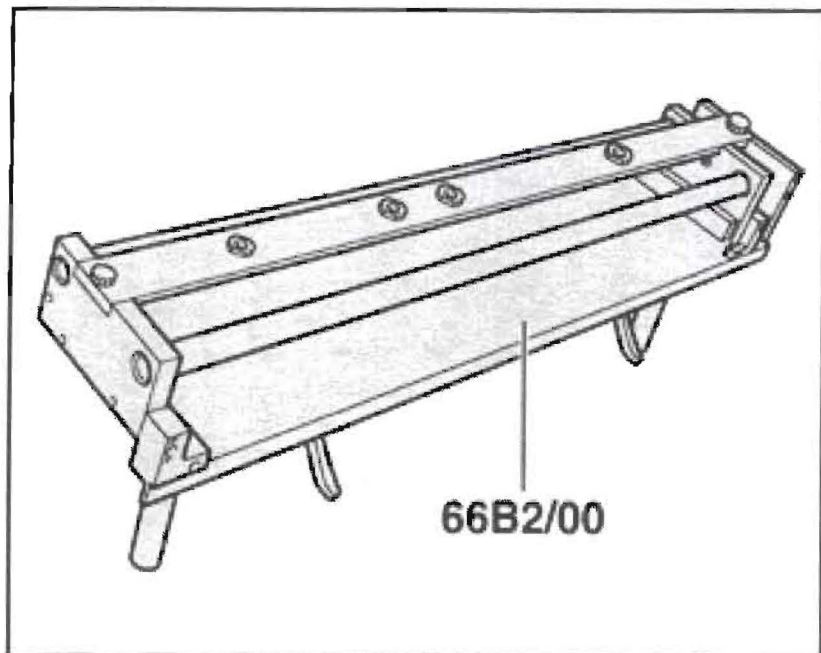
Adhesive kit D 000 800 contains the following components:



- ⇐ -1- Cleaning solution D 009 401 04 is used for cleaning the hatch and spoiler prior to primer application
- ⇐ -2- Special Primer D 181 711 A1 for hatch and spoiler
- ⇐ -3- Mixing -cartridge for transferring contents of cartridge -4- (component -A-) and cartridge -5- (component -B-)
- ⇐ -4- Component -A-
- ⇐ -5- Component -B-
- ⇐ -6- Plunger cap for fitting onto plunger after mixing is complete
- ⇐ -7- Transfer Nozzle (blue) for aluminum cartridge (component A)
- ⇐ -8- Injector nozzle (yellow) for plastic cartridge (component -B-)
- ⇐ -9- Application nozzle needs to be cut to a 7 mm (0.25 in.) opening
- ⇐ -10- Primer applicator for primer application

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## Special Tools

- Drill and assembly fixture - 66B2/00
- Mixing rod D 009 700 - CE1001
- Hot air blower - ETB1600
- Adhesive application gun - CE1002
- K5 torx socket - CE1006
- 10mm offset box end wrench - XOM1011
- Burr removal tool - CE1003
- Adjustment gauges - 3371

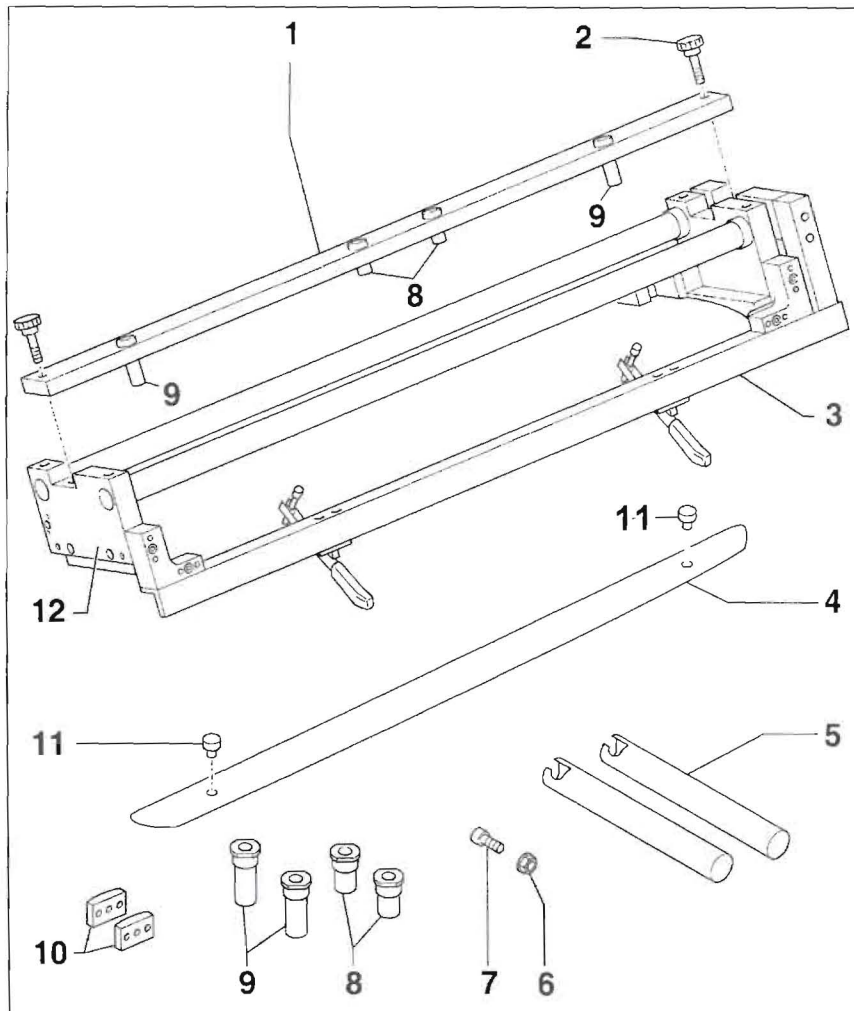
## Special Adhesive Materials Kit

- Thread lock - Locktite® 24200-LT 6ml
- Silicone remover - Standox® 11310 5 liter  
- Spies Hecker® 7090 5 liter
- Anti-corrosion primer - Standox® 14696 2 aerosol cans  
- Spies Hecker® 3255 2 aerosol cans
- Filler - surface primer - Standox® 14025 Product 1 liter  
- Spies Hecker® 5190 Product 1 liter  
- Standox® 10054 Hardener 1 liter  
- Spies Hecker® 3050 Hardener 1 liter
- Tape (3M®) - MMM 06425 1 roll
- Small paint brush, etc., general shop supplies as mentioned in the following work procedure

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## Drilling and Assembly Fixture and Components

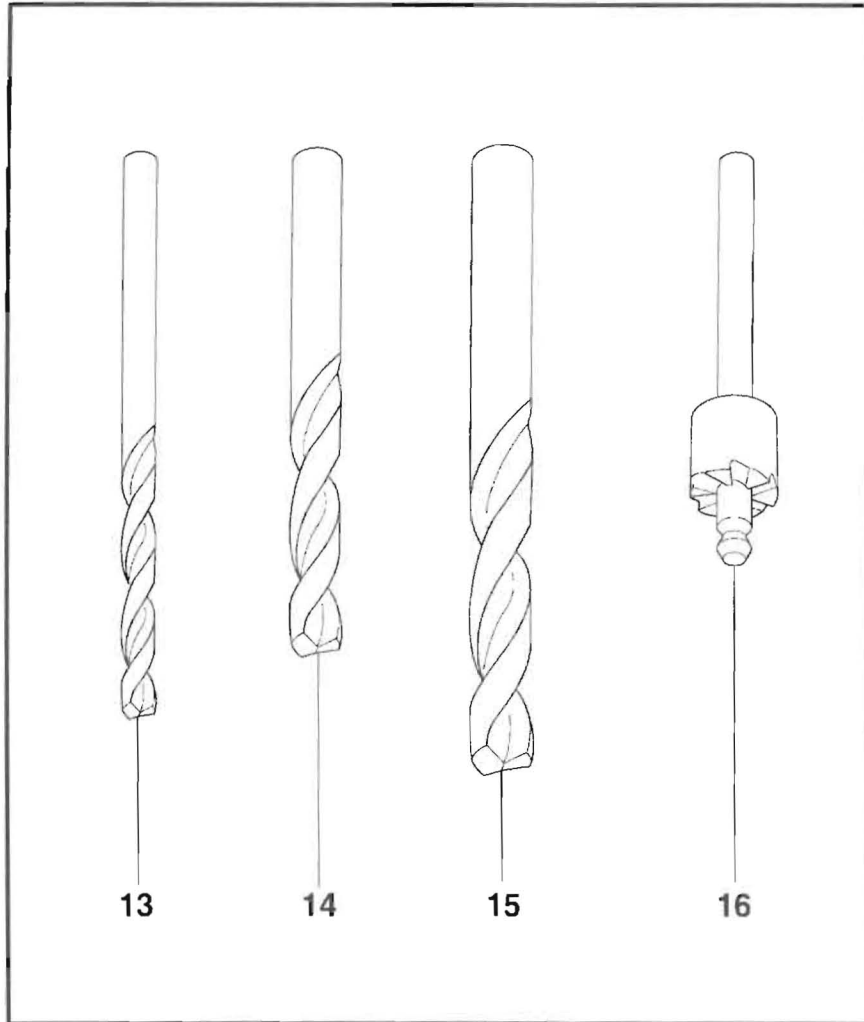
The components listed below are all parts of the drilling and assembly fixture (66B2/00) as supplied:



- ← -1- Guide rail
- ← -2- Knurled locating/fastening screw
- ← -3- Reinforcement bar with clamps
  - Note: Reinforcement must be secured to the fixture with one screw at each end. Reinforcement is shipped loose in the box.
- ← -4- Primer template
- ← -5- Extension rests for the hatch
- ← -6- Nut
- ← -7- Socket head bolt
- ← -8- Drill bushings (short)
- ← -9- Drill bushings (long)
- ← -10- Locating blocks (black for Coupe and white for Roadster)
- ← -11- Locating pins in template (not removable)
- ← -12- Fixture frame

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## Drilling and Assembly Fixture and Components (cont'd.)



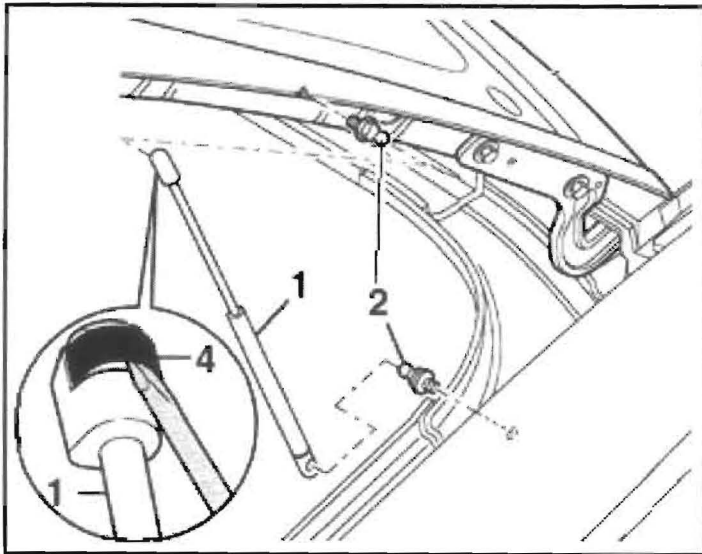
← -13- 8 mm drill

← -14- 12 mm sheet metal drill

← -15- 14 mm sheet metal drill

← -16- 20 mm hole cutter with pilot

## Work Procedure



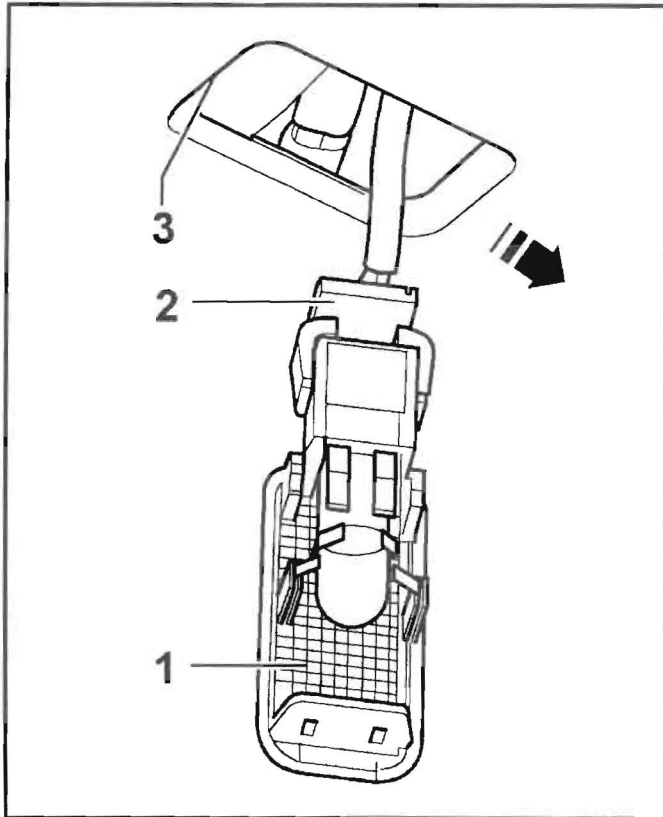
### Gas Strut, Removal and Installation

- Open rear hatch

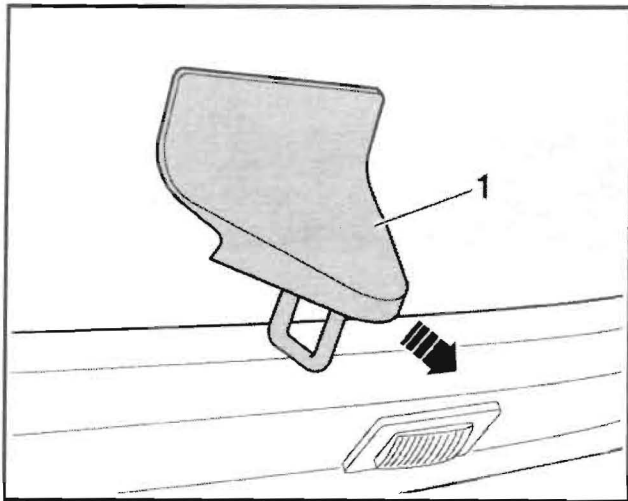
**Caution: Rear hatch must be held or supported in open position to prevent damage when removing gas strut**

- ⇐ Pry up spring retainer -4- at each end of gas strut -1- and remove gas strut off ball seats-2-
- ⇐ Install new gas strut from kit by pushing end of strut -1- over ball seats -2- until gas strut snaps into position
- Repeat on opposite side of the vehicle
- Properly dispose of removed parts

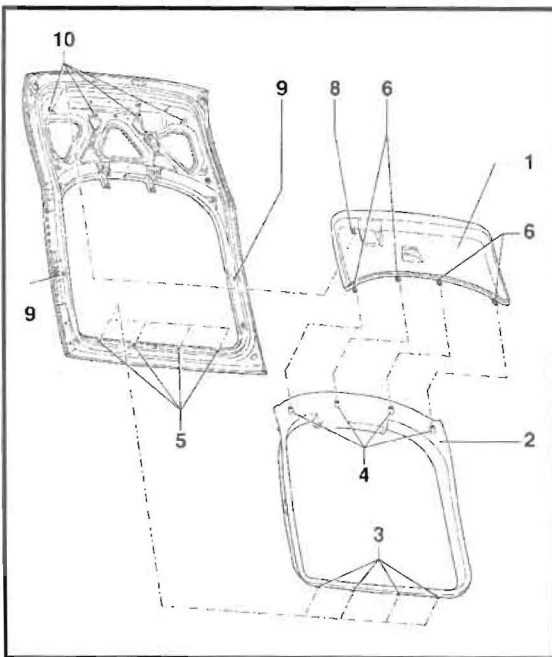
## Hatch Preparation (part removal)



- ⇐ Pry out light -1- from hatch trim panel -3- using plastic wedge on right side -arrow- of light
- ⇐ Disconnect electrical connector -2-, remove and set light aside



⇐ Pull lock striker trim cover -1- down in direction of arrow and remove and set aside



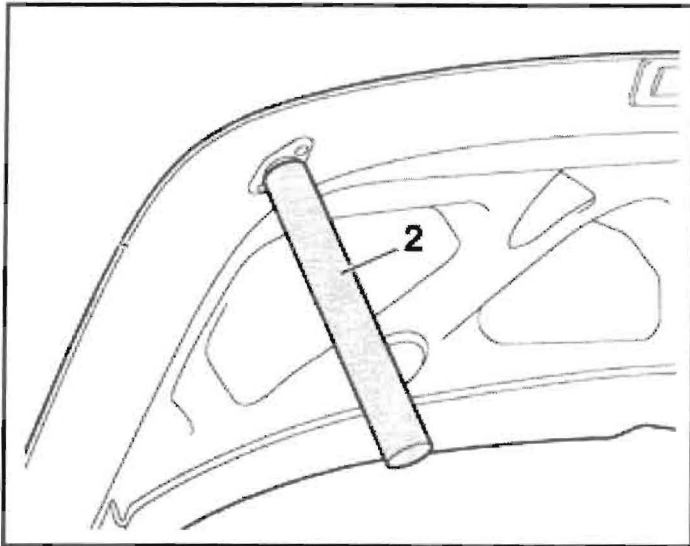
- Unscrew and remove plastic push pin located above the grab handle in trim panel -1-

**Note:** The hatch inside trim is made of 2 parts -1- and -2- that are snapped together at 4 points (clips -4- & -6-) and the parts must be removed together. A second person will be needed to assist in part removal

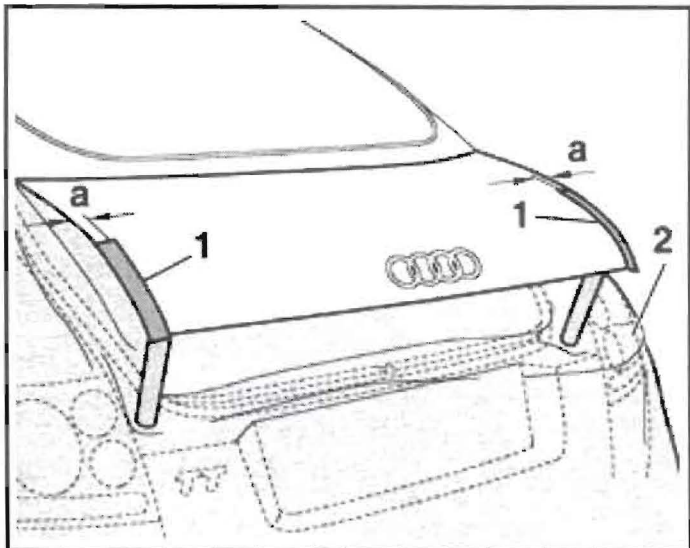
⇐ Carefully pry lower trim panel -1- with 9 retaining clips -8- loose from hatch slots -10- using a plastic wedge and hold in position

**IMPORTANT:** The retaining clips hold the trim panel to the hatch very tight. Extra force will be required to unsnap the clips and a long pry bar may be needed

⇐ Carefully pry upper trim panel -2- with 4 retaining clips -3- from hatch slots -5- and 2 retaining clips -9- loose and remove both trim panels (-1- & -2-) together and set aside



⇐ Slide extension rests -2- over hatch rubber stop on left and right side

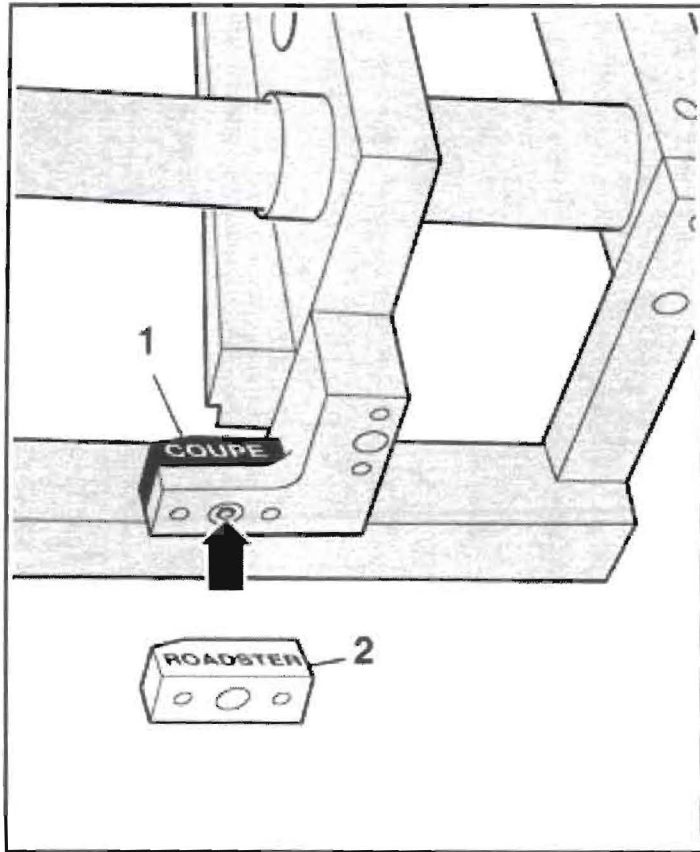


⇐ Cover vehicle inside and out with paper -2- or optional cover VAS 5192 to prevent metal particles from getting into or scratching vehicle

⇐ Pull hatch down until it stops on extension rests

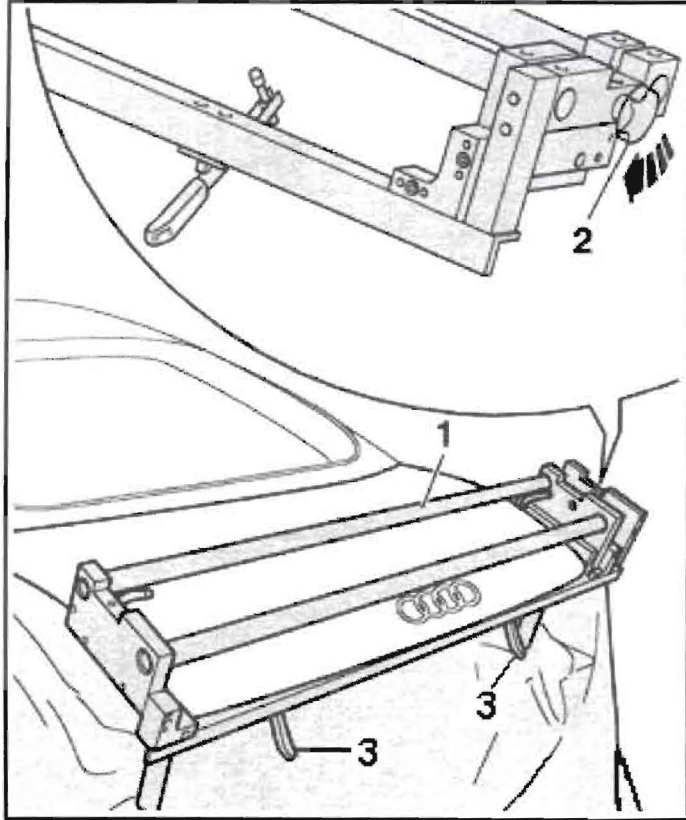
⇐ Apply the supplied adhesive tape (MMM 06425) -1- about 1 cm wide -a- and 20 cm long (3/8" x 8") along both edges of hatch to protect paint

**IMPORTANT: Do not apply a wider amount -a- of tape on the top surface of the hatch. The amount indicated above will provide maximum protection without causing interference with primer application or spoiler installation**



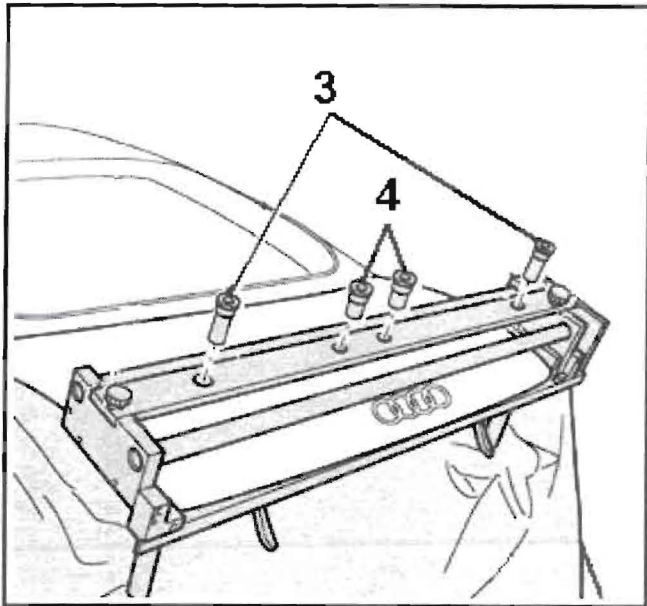
- ⇐ Check that the correct locating block for the Coupe -1- is installed on the drill and assembly fixture (66B2/00)
- ⇐ The locating block for the Roadster -2- should not be used on the Coupe





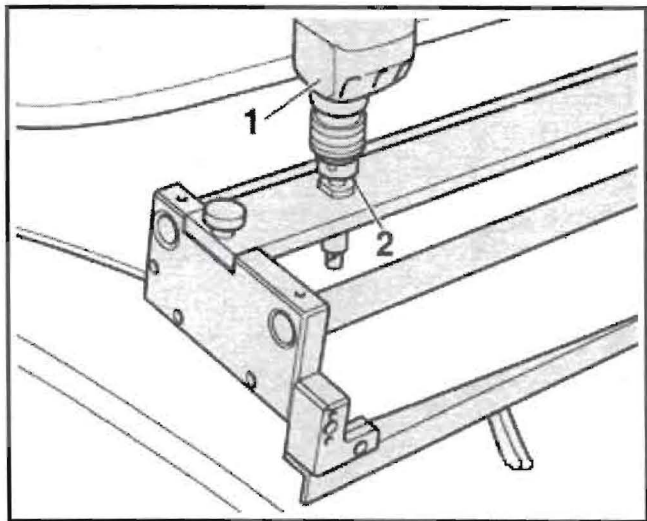
- ⇐ With 2 technicians, place drill and assembly fixture -1- on hatch and push forward up to “Coupe” stops
- ⇐ Turn knob -2- clockwise on right side to pull fixture snug to the right
- ⇐ Close clamps -3-
- ⇐ Continue turning knob -2- clock wise until it will no longer turn

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Note: Check to see that the correct drill bushings are installed in the fixture

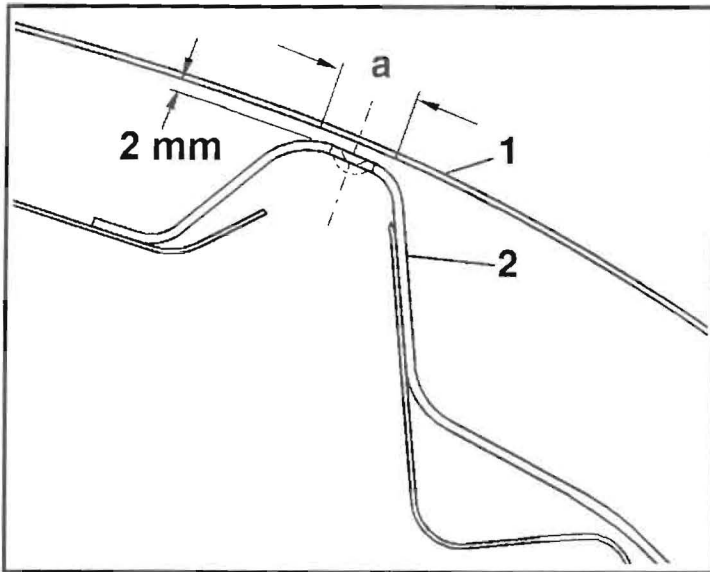
- ⇐ The correct drill bushings -3- are 12 mm diameter, if not correct, unscrew drill bushings and screw in 12 mm drill bushings
- ⇐ The correct drill bushings -4- are 14 mm diameter, if not correct, unscrew drill bushings and screw in 14 mm drill bushings



**IMPORTANT:** When drilling holes, hold drill motor firmly and apply light downward pressure to drill hole. Do Not allow drill to be pulled downward when hole is cutting through the metal or the metal surface could be damaged.

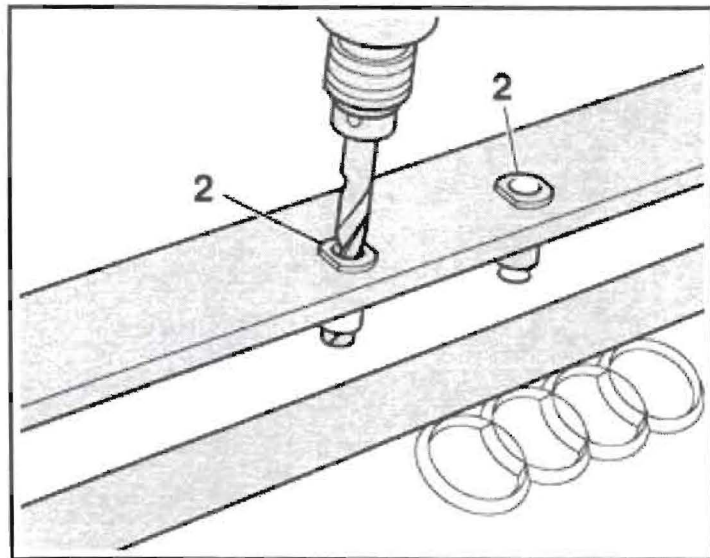
**Caution:** Adequate eye protection is required when doing the drilling operations.

- ⇐ Secure the 12 mm diameter drill bit into the drill motor -1-, insert drill bit into drill bushing -2- and drill hole
- ⇐ Drill the other 12 mm diameter hole on the other side of the hatch

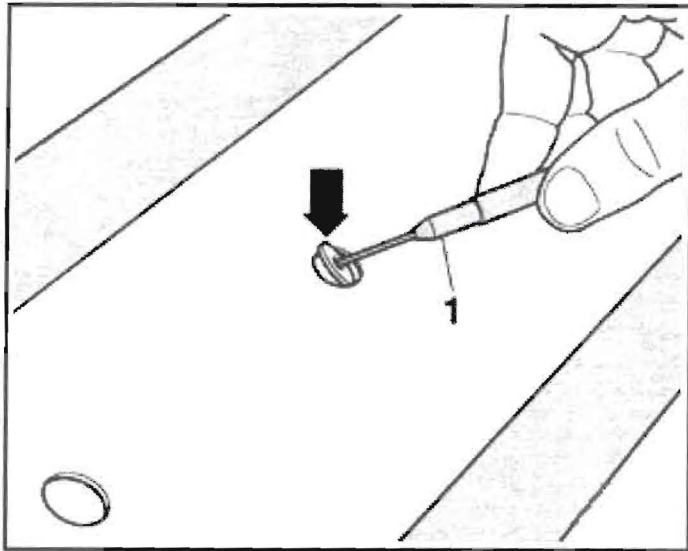


- Remove 12 mm drill bit from drill motor and insert a 14 mm drill bit

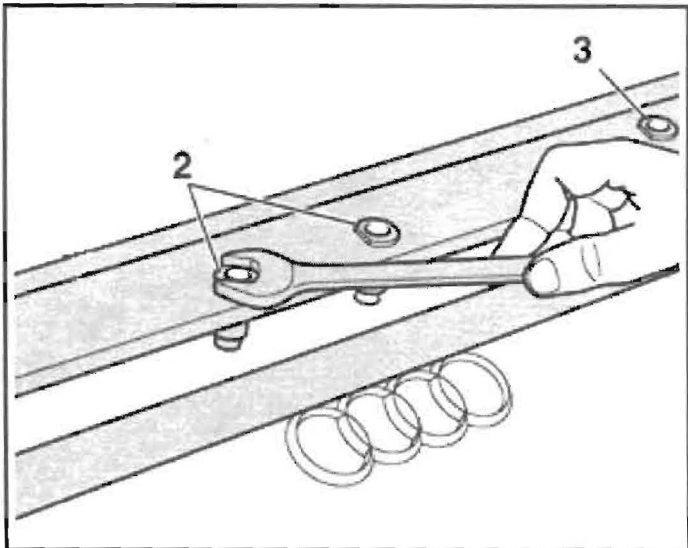
**Caution:** The 14 mm hole must be drilled only in the outer surface -1-. **DO NOT DRILL** through the reinforcement -2-, it is about 2 mm below the outer surface in this area.



- ⇐ Insert 14 mm drill bit into each drill bushing -2- and drill hole **only** through outer surface



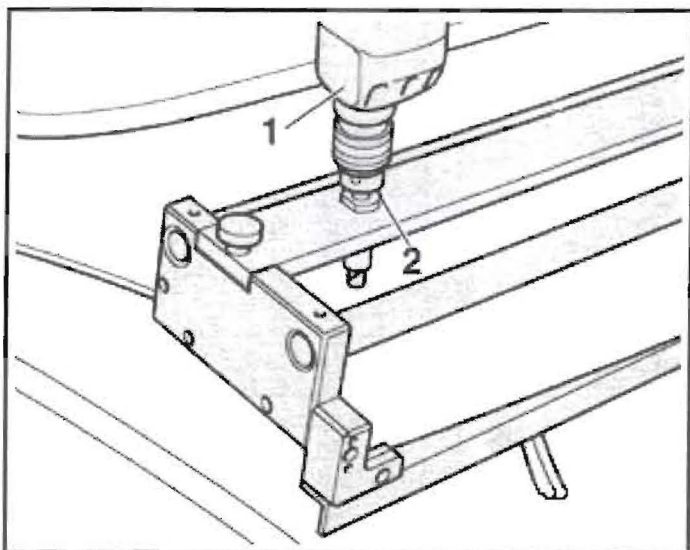
⇐ After drilling the holes, remove the piece of metal (slug) -arrow- from the holes with a magnet -1- and clean out the adhesive between the outer panel and reinforcement



⇐ Using a 24 mm wrench, unscrew (2 of each) the 12 mm bushings -2- and 14 mm drill bushings -3- from the drill fixture

**IMPORTANT:** Screw in short 8 mm drill bushings -2- in the center of the fixture and long 8 mm drill bushings -3- on the outer edges or the hatch will be damaged if bushings are switched

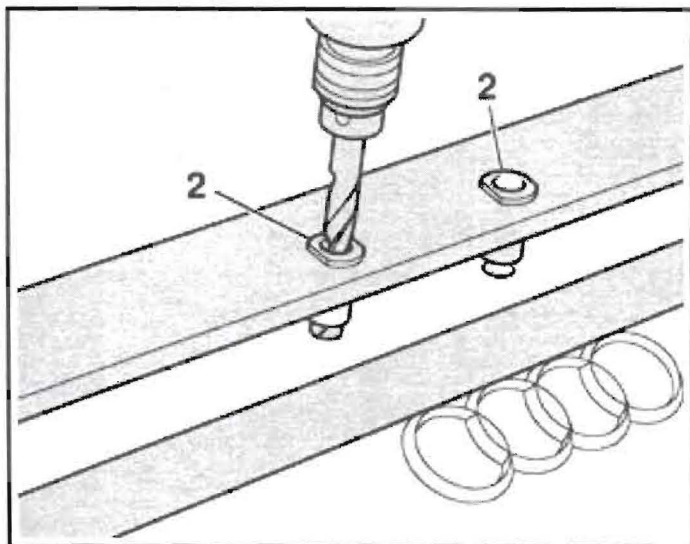
Note: On Coupe vehicles after V.I.N. 8N-Y1051417 the 8 mm holes may not need to be drilled through the reinforcement plate (using drill bushings -2-). Also, below all the previously drilled 12 mm and 14 mm holes there should be a 20 mm hole in the hatch inner panel; if not, then drill the 8 mm holes.



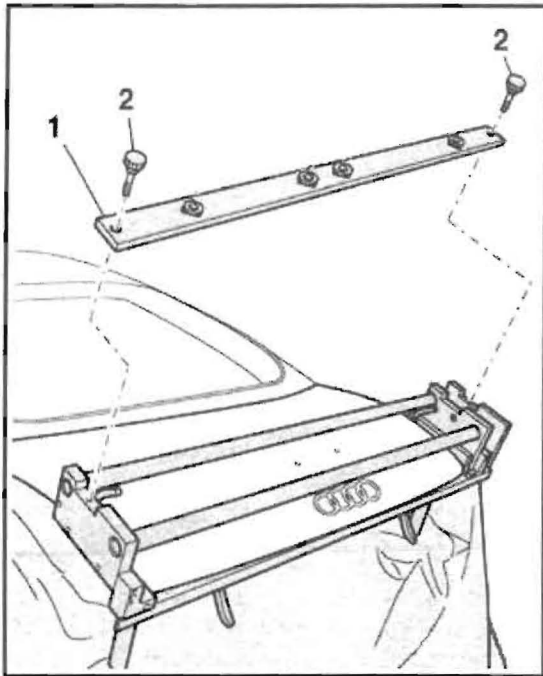
- Remove 14 mm drill bit from drill motor -1- and install 8 mm drill bit from tool kit

⇐ Insert drill into drill bushing -2- and drill hole through inner panel

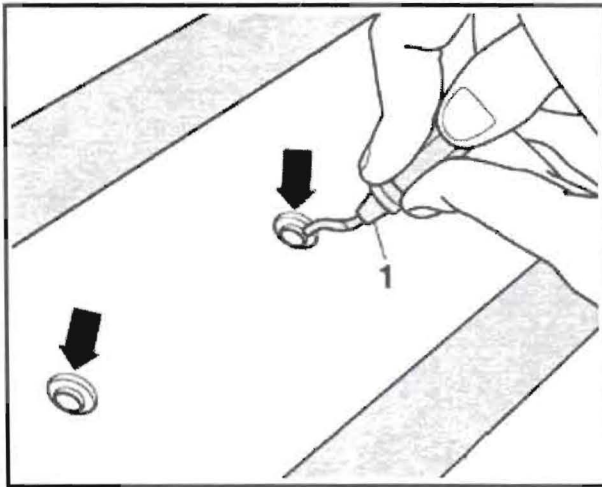
- Insert drill into drill bushing on the opposite side of the fixture and drill hole through the inner panel



- Insert drill in the center two bushings -2- and drill through reinforcement plate and inner panel

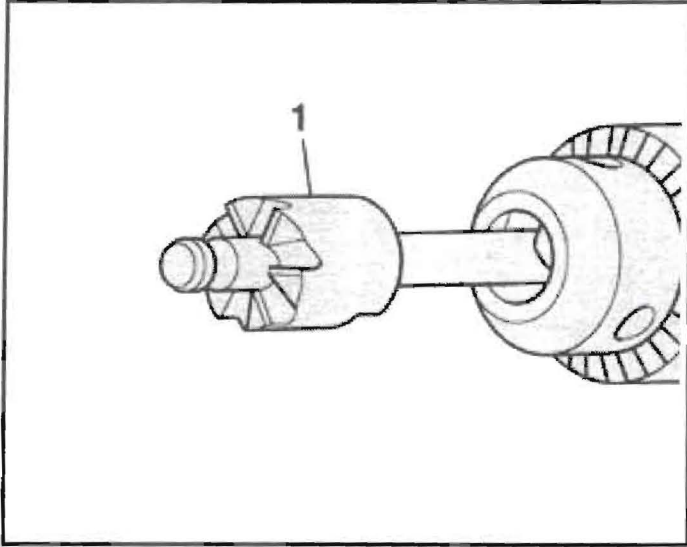


⇐ Remove bushing bar -1- from the fixture by unscrewing knurled thumb screws -2- and set bushing bar aside

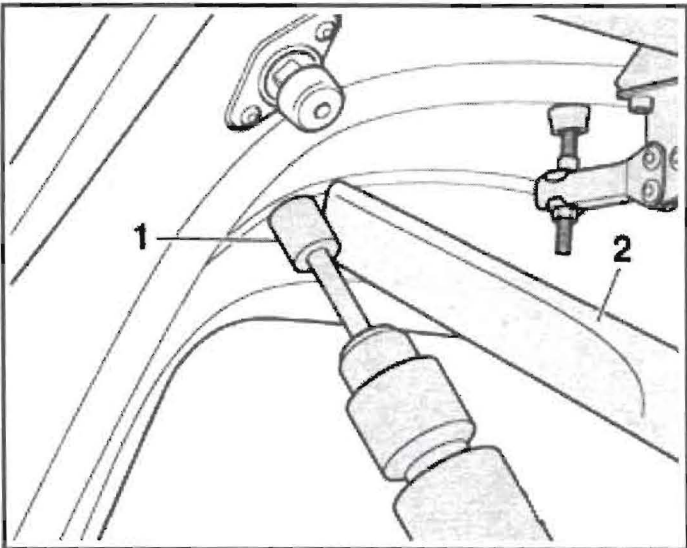


⇐ Using a small burr removal tool (CE1003) -1- remove burrs from all 8 mm, 12 mm and 14 mm drilled holes in the outer surface and reinforcement plate

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⇐ Remove 8 mm drill from drill motor and insert 20 mm 6 point piloted hole cutter -1-

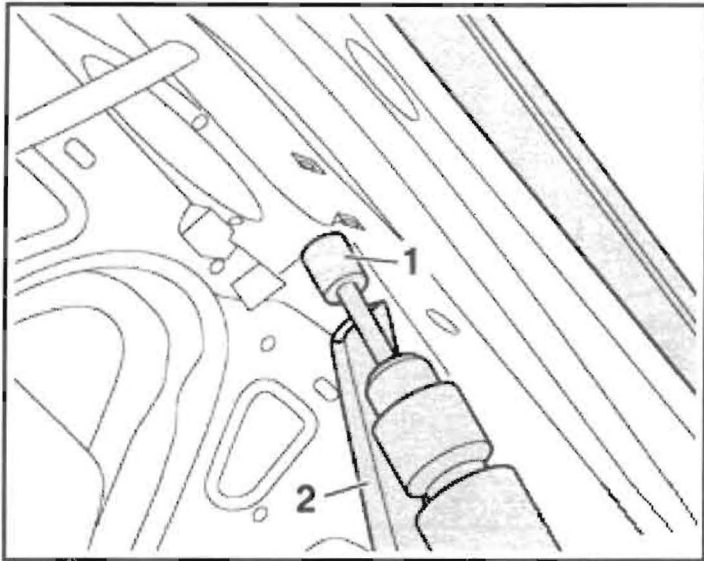


Note: On Coupe vehicles after V.I.N. 8N-Y1051417 the 20 mm holes should be in the hatch inner panel and will not need to be drilled

⇐ Open hatch, insert 8 mm pilot of 20 mm hole cutter -1- into previously drilled 8 mm hole in the inner panel and drill 20 mm hole through inner panel only

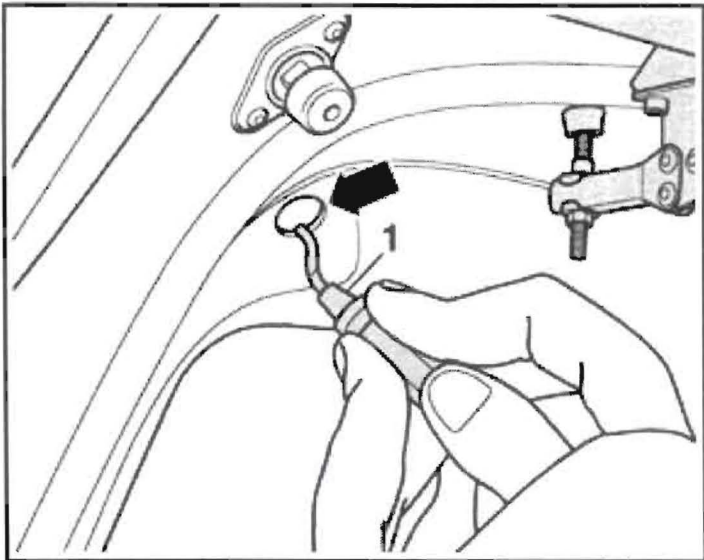
Note: A vacuum cleaner -2- can be used to remove the metal chips when drilling

- Remove the metal slug on the hole cutter after drilling each 20 mm hole
- Drill the 20 mm hole in the inner panel on the other side of the hatch at the previously drilled 8 m hole



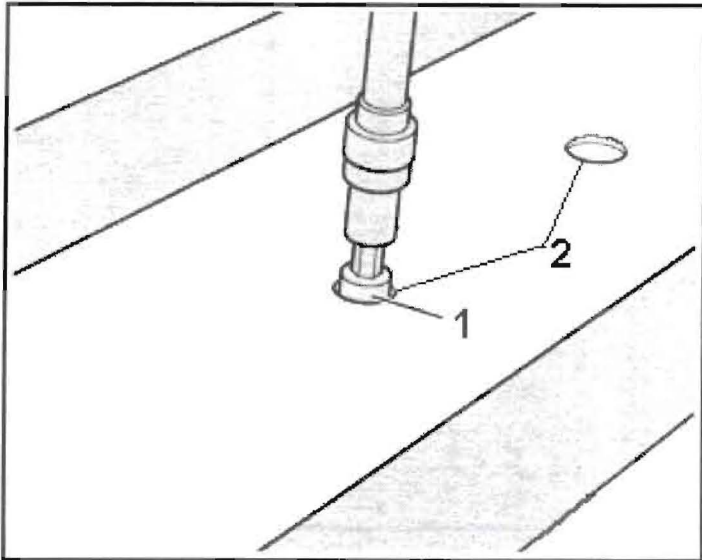
⇐ Drill the 20 mm holes located near the center of the hatch in the inner panel using the previously drilled 8 mm holes using the 20 mm piloted hole cutter -1-

Note: A vacuum cleaner -2- can be used to remove the metal chips when drilling

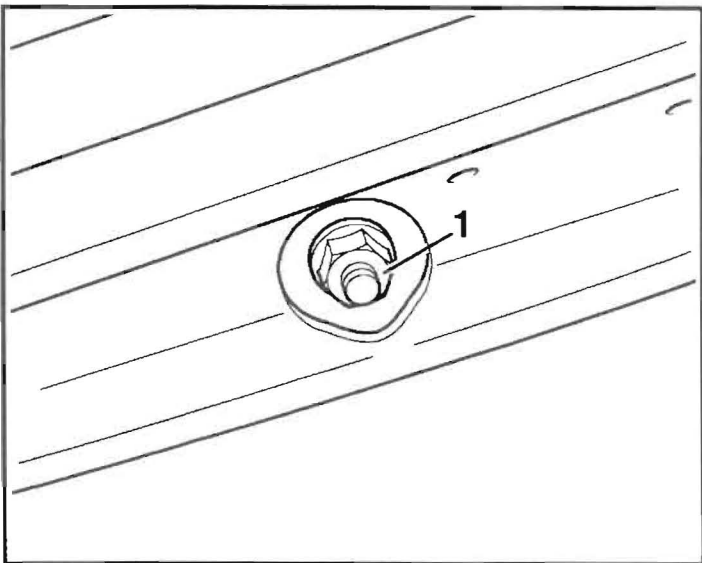


⇐ Using the burr removal tool (CE1003) -1-, remove the burrs from around all the 20 mm holes



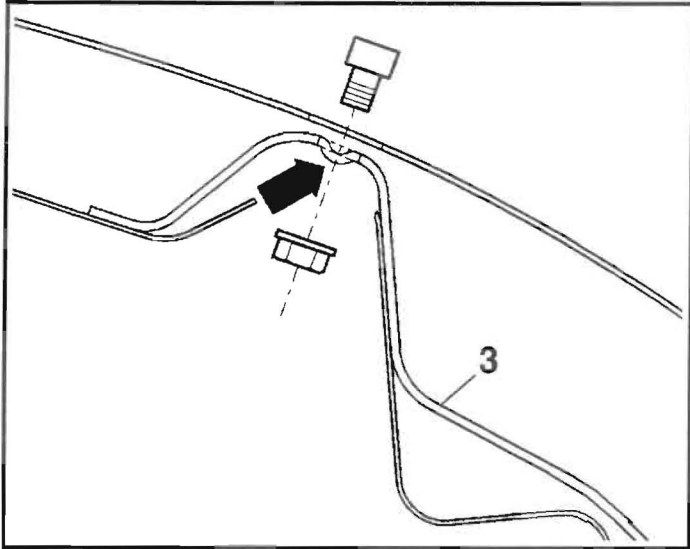


⇐ In the hatch outer panel, insert an 8 mm socket head bolt -1- from the tool kit into both the 14 mm drilled holes -2-



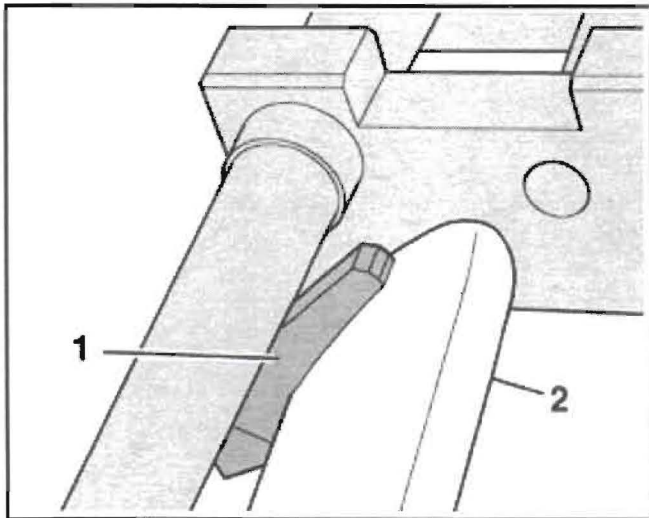
⇐ From inside the hatch through the 20 mm hole screw an 8 mm nut -1- on each of the socket head bolts

- Torque each nut to 30 Nm (22 ft. lbs.)
- Remove nuts and socket head bolts



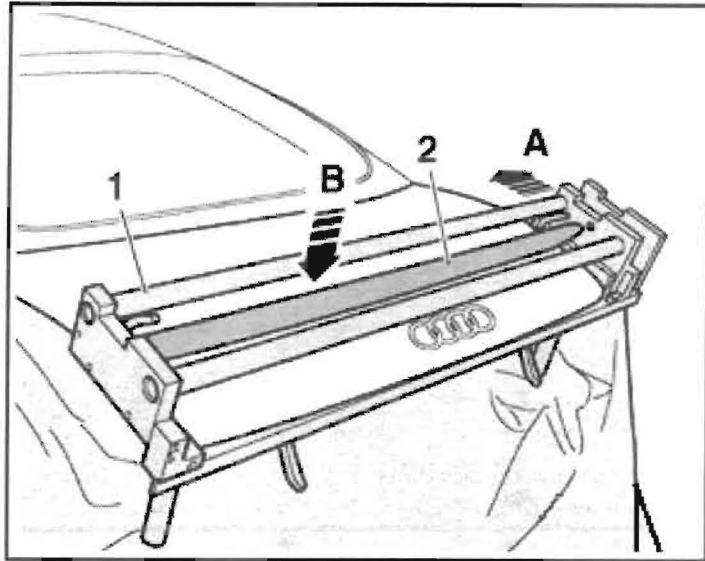
⇐ The purpose of the previous two steps is to flatten out a bead -arrow- in the reinforcement -3- to have a flat area for securing the spoiler

### Spoiler Test Installation



- These steps are needed for checking the spoiler assembly and fit to the hatch before the adhesive application
- Obtain the spoiler from the spoiler kit and screw the center 2 studs fully into the spoiler

⇐ Insert the spoiler -2- into the fixture up against the locators -1- at each end of the fixture



- ⇐ Slide spoiler -2- forward -A- keeping contact with locators at the ends of the fixture -1-
- ⇐ When no further forward movement of the spoiler is possible, move spoiler downward -B- onto hatch
- ⇐ Hold spoiler in position, open hatch and check position of studs through holes
- ⇐ Remove spoiler and set aside

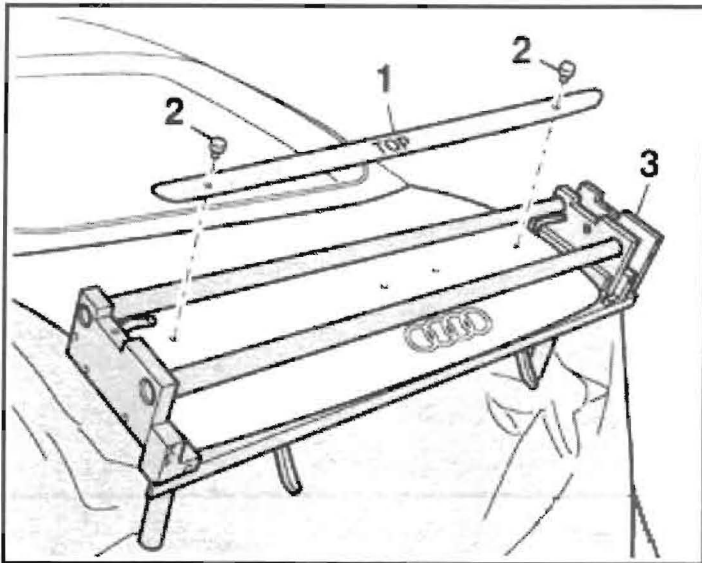
**IMPORTANT: – All exposed metal around all drilled holes must be covered with corrosion protection material**

### **WARNING – FIRE HAZARD**

**DO NOT SMOKE, WORK NEAR HEATERS OR HAVE ANYTHING IN THE AREA THAT COULD IGNITE FUMES OF CLEANERS AND PRIMER MATERIALS. READ THE LABELS ON THE CANS**

- Clean all exposed metal with supplied silicone remover Standox® 11310 or Spies Hecker® 7090
- Apply supplied anti-corrosion primer Standox® 14696 or Spies Hecker® 3255, by spraying a small amount on paper and use a small brush to apply
- Drying time at room temperature 20<sup>0</sup> C (68<sup>0</sup> F) is about 15 to 25 minutes. Using the hot air blower (ETB1600) on setting 1 or 2 will reduce the drying time.
- Apply the supplied two-component filler – surface primer (mix two parts of Standox® 14025 or Spies Hecker® 5190 product with one part Standox® 10054 or Spies Hecker® 3050 hardener in small amounts) over all areas of the corrosion primer using a small brush
- Normal drying time at room temp. 20<sup>0</sup> C (68<sup>0</sup> F) is over night, however, by using the hot air blower on setting 1 or 2 will reduce the drying time to about 10 to 20 minutes

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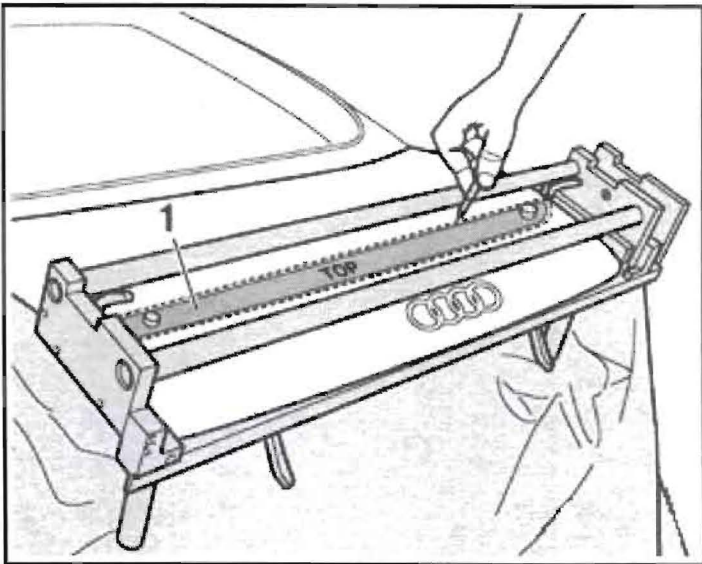


⇐ Clean area of the hatch between the bars of the fixture -3- where template -1- will rest with a clean soft cloth and then clean again with cleaning solution D 009 401 04 from the adhesive kit

- Wipe area again with a clean soft cloth

⇐ Install primer template -1- on the hatch by inserting the locating pins -2- into the 12 mm holes in the hatch

Note: The template is in the correct position when the marking "TOP" is facing up

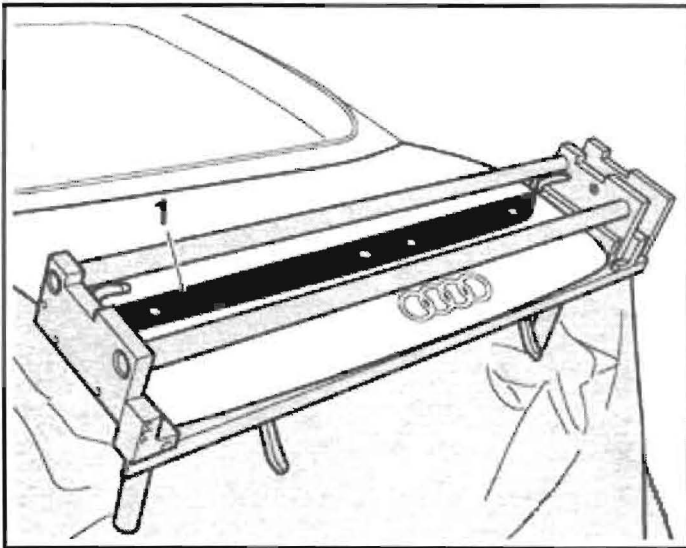


⇐ Mark a line on the hatch around the template -1- using a soft pencil or marker

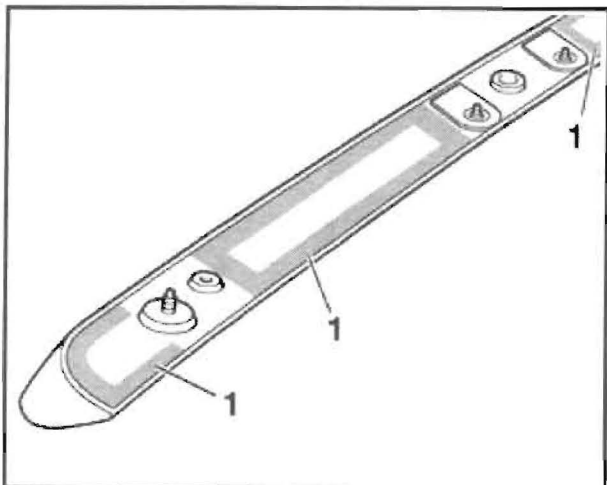
- Remove template from the hatch and set aside

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**Important** – Be careful not to apply primer outside the marked area. If any primer drips or runs onto the paint outside the marked area, it must be immediately removed. If primer is not removed within 1 min. paint damage can occur

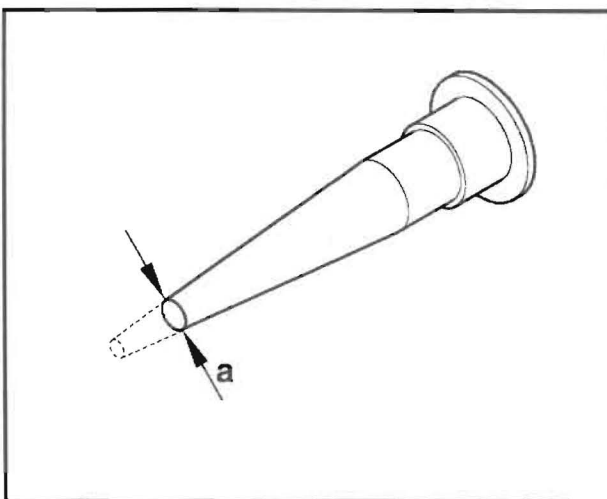


- ⇐ Apply primer -1- (D 181 711 A1) from adhesive kit using supplied primer applicator
- Primer must be allowed to dry for 10 minutes before continuing to work



## Applying primer to the spoiler

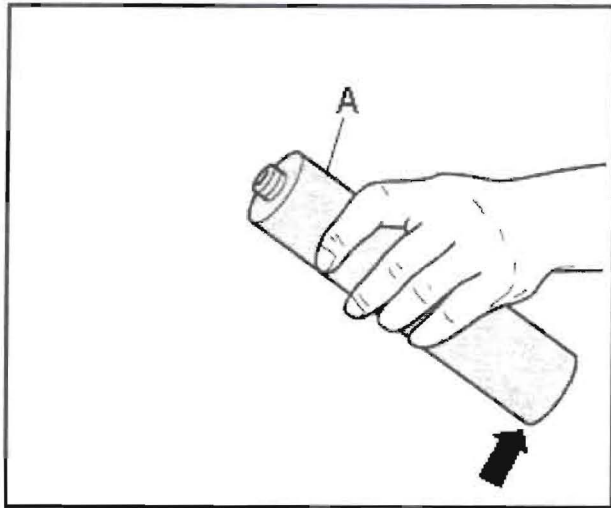
- ⇐ Before applying primer to the rear spoiler, clean the surface -1- with cleaner D 009 401 4 from the adhesive kit and wipe with clean soft cloth
- ⇐ Note: Picture shows only half the spoiler, and primer must be applied symmetrically on the spoiler
- ⇐ Apply primer -1- (D 181 711 A1) to the spoiler from adhesive kit using supplied primer applicator
  - Primer must be allowed to dry for 10 minutes before continuing to work



## Mixing the Adhesive in the D000 800 kit

### Transferring components -A- and -B- into the mixing container

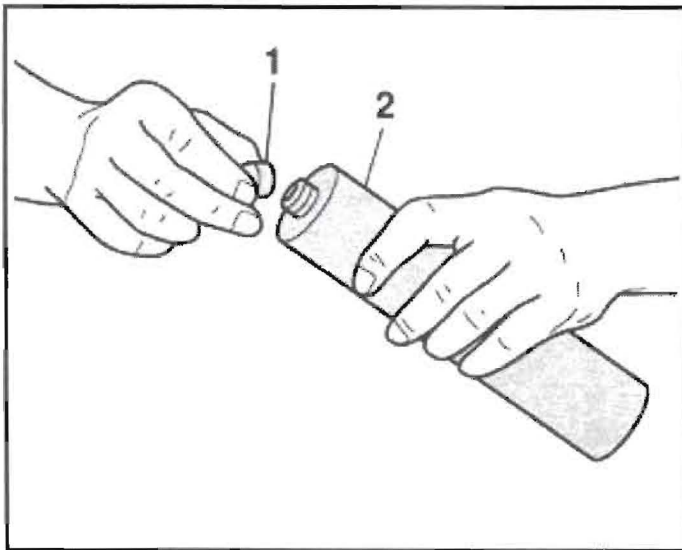
- ⇐ Prior to mixing the adhesive, get the application nozzle for the mixing cartridge from the adhesive kit and cut off the end of the nozzle -a- to have a 7 mm (0.25 in) diameter hole



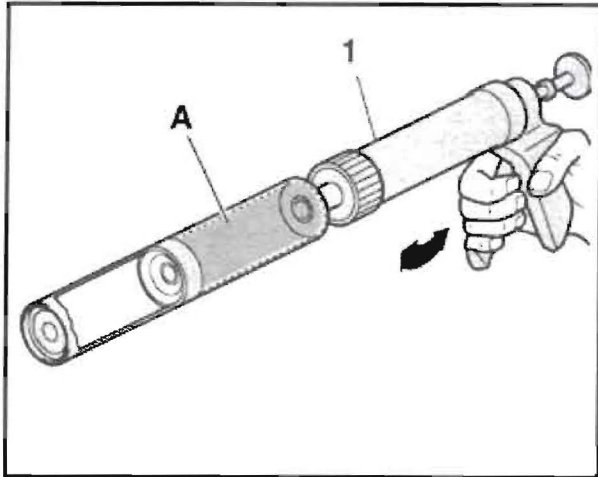
- From the adhesive kit, get the aluminum cartridge marked **Component A** and remove the bottom metal cover of the cartridge -arrow- (has a rolled edge) and the granules of drying agent inside

Note: The bottom of the aluminum cartridge does not look like it should come apart, however, it **must** come off (unroll edge with pliers) and the drying agent removed

- Pierce a hole through the nozzle end (threaded) of the cartridge and open hole as large as possible
- From the adhesive kit, screw the short blue transfer nozzle on the cartridge



- ⇐ Get the mixing cartridge -2- from the adhesive kit and remove cap -1-

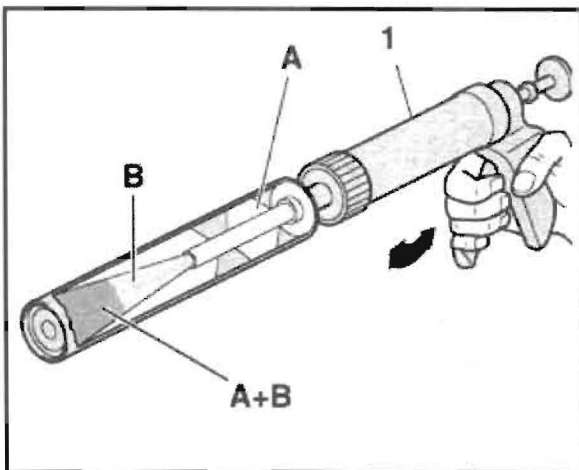


⇐ Insert component A (aluminum cartridge) into the adhesive application gun (CE1002) -1-

⇐ Insert blue nozzle on aluminum cartridge fully into mixing cartridge -A- and inject all of component A into mixing cartridge

- Pull blue nozzle out of mixing cartridge, remove aluminum cartridge from the adhesive application gun and properly dispose of cartridge

- From the adhesive kit, get the plastic cartridge containing component B, cut off the plastic tip of the threaded nozzle end and screw on the yellow injector nozzle

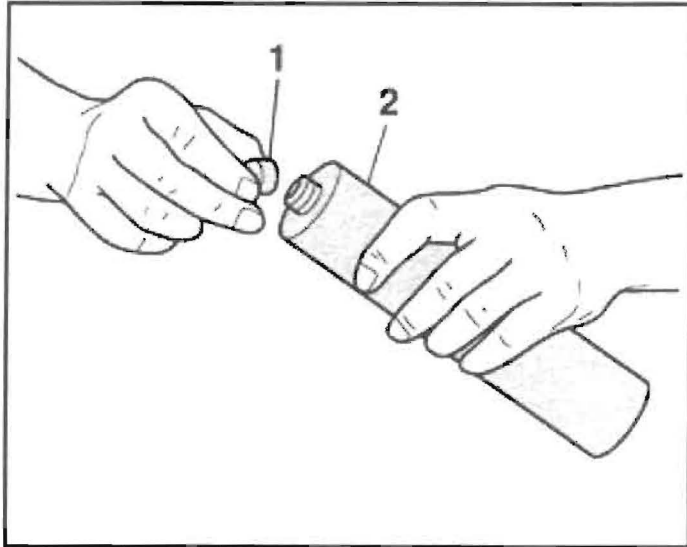


⇐ Insert component B (plastic cartridge) into the adhesive application gun -1-

⇐ Insert yellow nozzle on plastic cartridge full into mixing cartridge -A- and inject all of component B into mixing cartridge

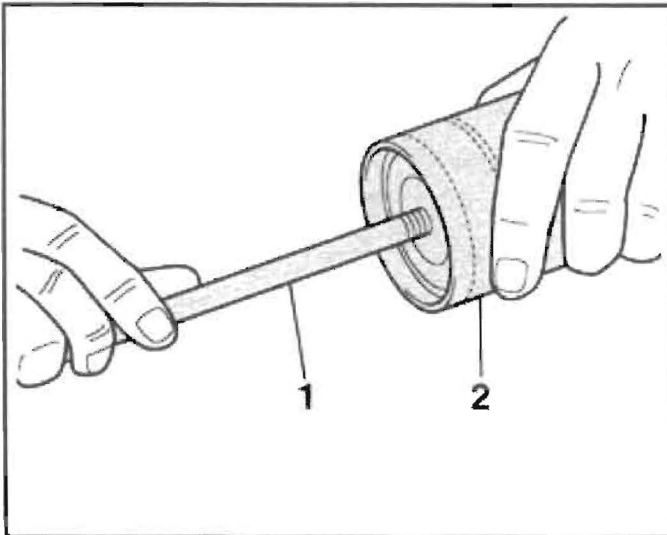
- Pull yellow nozzle out of the mixing cartridge, remove the plastic cartridge from the adhesive application gun and properly dispose of cartridge



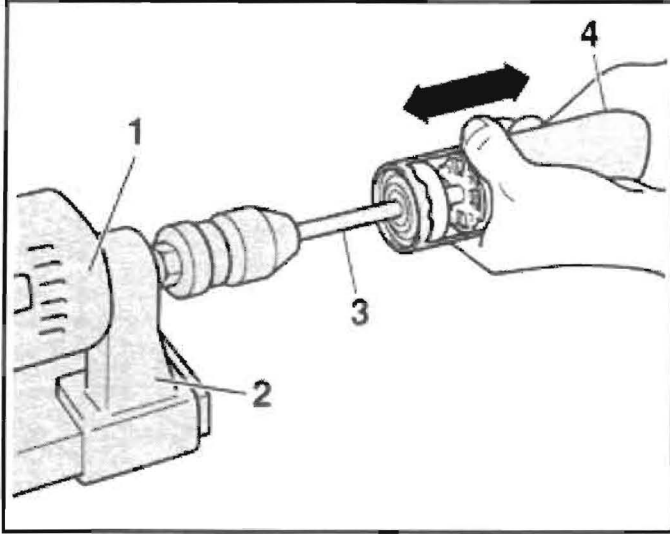


← Screw cap -1- on mixing cartridge -2-

#### Mixing components -A- & -B-

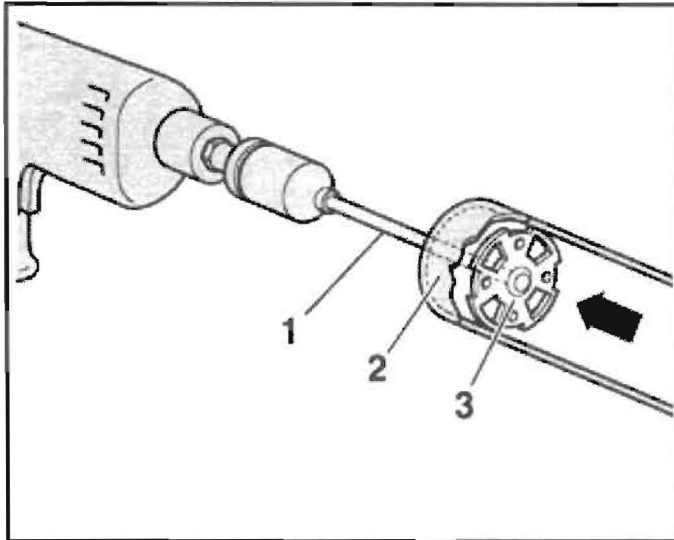


← Get the mixing rod -1- (CE1001) from the tool kit and screw it (by hand) into the mixing cartridge -2-



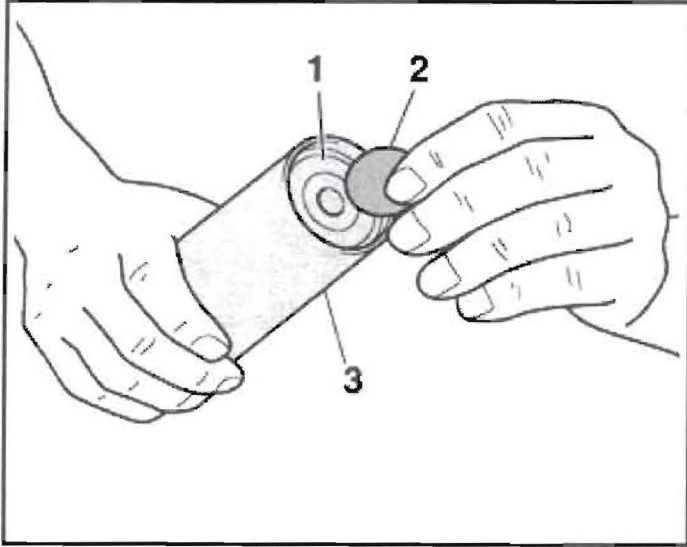
- ⇐ Clamp electric drill -1- into a bench clamp -2- or vise
- ⇐ Insert mixing rod -3- into drill chuck and tighten
- ⇐ Start drill motor and move mixing cartridge -4- all the way in and out (arrows) 25 times to ensure that the two components are properly mixed

Note: The plunger in the cartridge is secured to prevent it from coming out while mixing

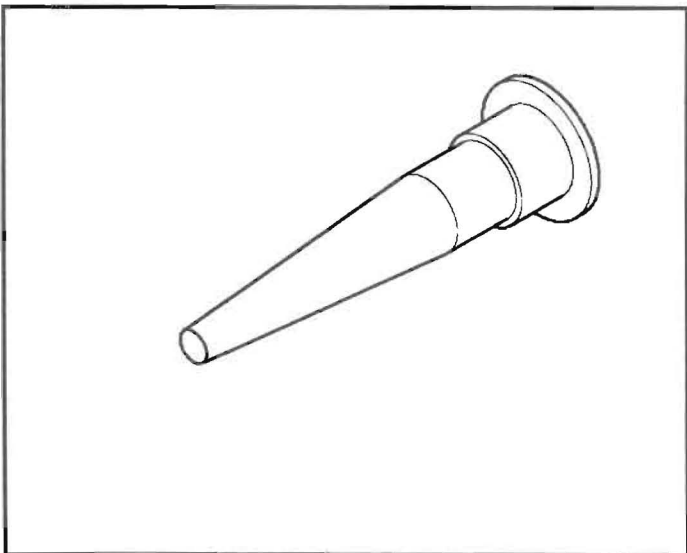


- ⇐ After completing the mixing, pull mixer -3- firmly against the end of the mixing cartridge -2- (in the direction of the arrow) until a clicking sound is heard
- ⇐ Turn off electric drill and unscrew the mixing rod -1- from the mixer -3-

Note: The mixer will be engaged in the plunger when the mixing rod is removed

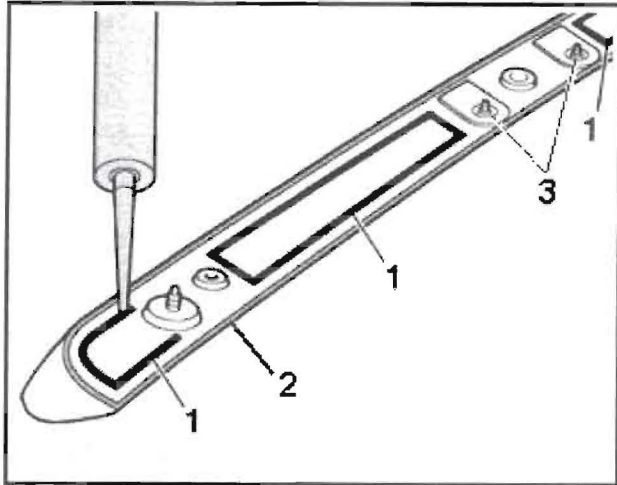


⇐ Put cardboard cap -2- from the adhesive kit onto the plunger -1- of the mixing cartridge -3- to prevent the adhesive from coming out of the mixing cartridge



⇐ Unscrew the sealing cap from the mixing cartridge and screw on applicator nozzle with the 7mm (0.25 in) diameter hole

## Applying adhesive to the spoiler



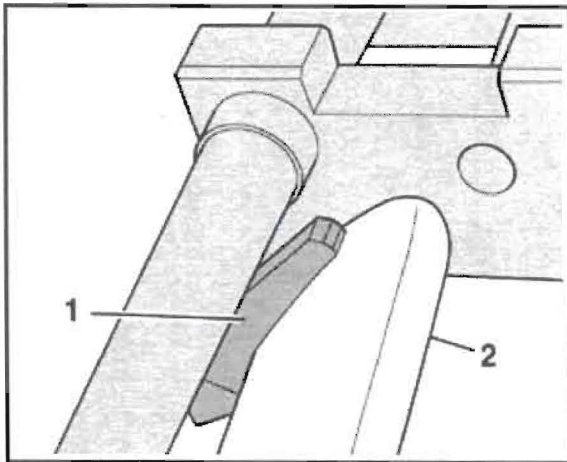
⇐ Apply adhesive -1- on the previously applied primer inside the rubber seal -2- on the spoiler; the diameter of the bead should be 7 mm (0.25 in.)

⇐ Note: Picture shows only half the spoiler, and adhesive must be applied symmetrically on the spoiler

**CAUTION:** The installation of the spoiler on the hatch must be completed within 10 minutes of mixing the adhesive, or the strength of the joint can be impaired.  
Any adjustments to the position of the spoiler on the hatch can only be made during this period.

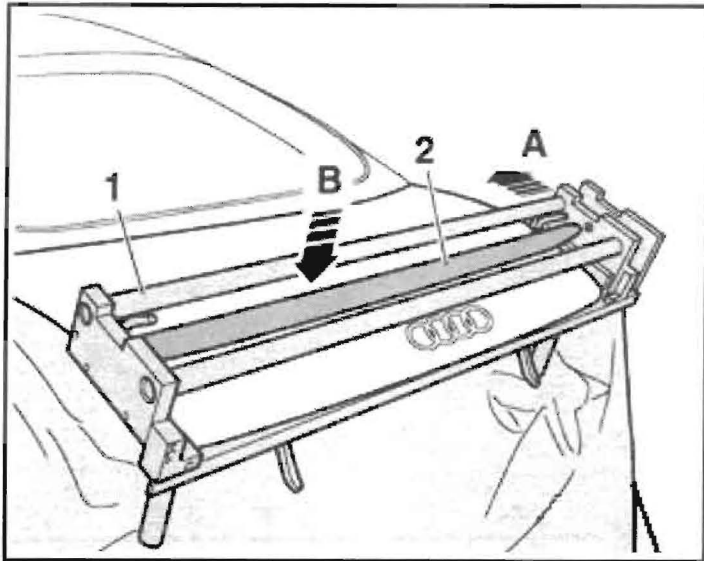
⇐ Apply one drop of thread lock (Loctite® #24200-LT , material is blue in color) to the threads of the center two studs -3-

## Installing the spoiler



⇐ Insert the spoiler -2- into the fixture up against the locators -1- at each end of the fixture

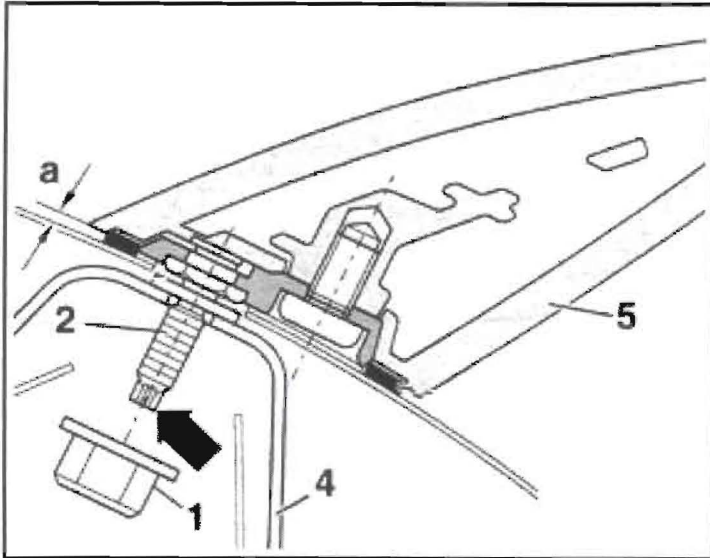
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- ⇐ Slide spoiler -2- forward -A- keeping contact with locators at the ends of the fixture -1-
- ⇐ When no further forward movement of the spoiler is possible, move spoiler downward onto hatch
- ⇐ Hold spoiler in position and open hatch
- ⇐ While holding the spoiler in the correct position, secure spoiler to hatch at the outer location using hexagon nuts from the spoiler kit

**Caution:** It is important to ensure that the spoiler remains in contact with the front stops during installation

## Sequence for tightening nuts



- A second person is required to secure the spoiler while another person holds the spoiler in the correct position.
- Screw on the lock nuts with large washer incorporated (N 902 867 02) from the spoiler kit onto the outer studs of the spoiler and tighten only to hold spoiler in position
- ⇐ Screw on the nuts -1- (N 904 880 01) from the spoiler kit onto the inner shoulder studs -2- until torx splines -arrow- are clear
- ⇐ Using the E5 torx socket (CE1006) from the tool kit, turn the stud -2- counter clockwise until the shoulder of the stud is in contact with the reinforcement panel -4-
- ⇐ Hold the shoulder stud -2- with the (E5) torx socket and tighten nut using the offset box end wrench (XOM1011) from the tool kit
- ⇐ Measure the gap -a- between the spoiler -5- and the hatch using adjustment gauge 3371 from the tool kit: the gap should be  $1\text{mm} \pm 0.3\text{ mm}$  (.035 in. to .043 in)
- If the gap is correct and there is no viable distortion in the hatch outer panel, tighten the outer nuts to 5 Nm (44 in. lbs.)
- If the gap is not okay, adjust the gap as follows:

**Caution:** The adhesive requires at least 2 hours at room temperature to harden

## Gap is too wide

**Caution: Any adjustments to the position of the spoiler on the hatch can only be made within 10 minutes of mixing the adhesive**

- Loosen nuts on outer studs
- Holding shoulder stud with E5 torx socket, loosen nuts with the offset box end wrench
- Turn shoulder stud clockwise into spoiler the amount the gap needs to be reduced
- Tighten the nuts while holding the shoulder studs in position and torque the outer nuts to 5 Nm (44 in. lbs.)
- Gap is correct when measurement is 1mm  $\pm$  0.3 mm (.035 in. to .043 in.)
- The gap is correct and there is no viable distortion in the hatch outer panel

**Note:** If distortion is visible, this means that the spoiler has been pulled down too tight against the outer skin. If this is the case, proceed to the "Gap is too small" adjustment

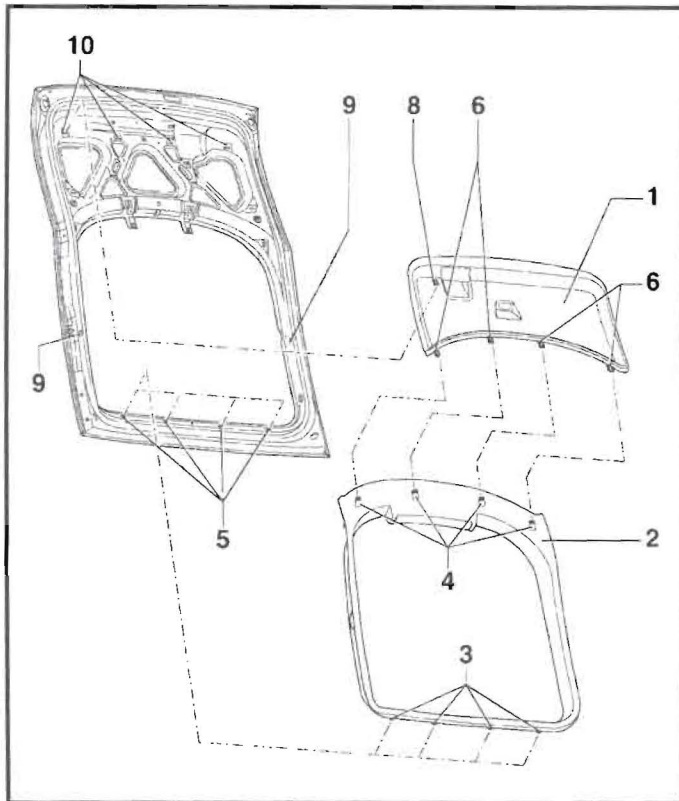
## Gap is too small

**Caution: Any adjustments to the position of the spoiler on the hatch can only be made within 10 minutes of mixing the adhesive**

- Loosen nuts on outer studs
- Holding shoulder stud with E5 torx socket, loosen nuts with the offset box end wrench
- Turn shoulder stud counter clockwise out of spoiler the amount the gap needs to be increased
- Tighten the nuts while holding the shoulder studs in position and torque the outer nuts to 5 Nm (44 in. lbs.)
- Gap is correct when measurement is  $1\text{mm} \pm 0.3\text{ mm}$  (.035 in. to .043 in.)
- The gap is correct and there is no viable distortion in the hatch outer panel



- Remove drill and assembly fixture from the vehicle and place in storage container
- Remove extension bumpers off each side of the hatch
- Remove tape from edges of hatch and remove protective paper cover in the inside of the vehicle



- ⇐ Reassemble hatch lower trim panel -1- to the upper trim panel- -2- by snapping clips -4 together
- ⇐ Reinstall the trim panels onto the hatch inner panel by pushing panels to the hatch until clips -3-, -8-, & -9- are seated
- Reinstall push pin above grab handle in trim panel -1-
- Reconnect wire harness to hatch light and reinstall hatch light into trim panel
- Reinstall hatch striker cover
- Close hatch
- Return all tools to the storage box and store in a safe place