

Removing gearbox side cover

Special tools: [998 5972](#) , [999 5460](#) , [999 5716](#) , [999 5736](#) , [999 5972](#)

Note! As the illustrations in this service information are used for different model years and / or models, some variation may occur. However, the essential information is always correct.

Disconnecting the battery lead

See [Note when disconnecting/connecting the battery lead](#) . It is essential that the instructions are followed.

Removing engine compartment components

Removing the air cleaner (ACL) housing

[Brake pipe master cylinder / ABS unit, replacing](#) .

Applies only to turbocharged cars

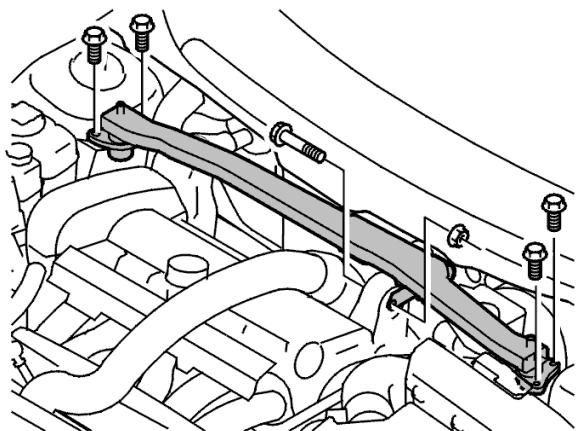
Carefully heat around the pipe at the charge air cooler (CAC). Use a hot air gun. Loosen and remove the pipe.



Removing the upper torque rod

Remove:

- the plastic covers over the spring strut mountings (applies only to early versions)
- the screws
- the screw and nut for the engine mounting.



Collecting gearbox fluid

Use an oil suction unit.

Remove the dip stick.

Extract all the fluid (6 litres). This is done to avoid oil spillage when the cover is removed.



Removing the charge air pipe and hose

Remove the charge air pipe and the cooler hoses according to [Gearbox, removing](#) .

Removing the spark plugs cover

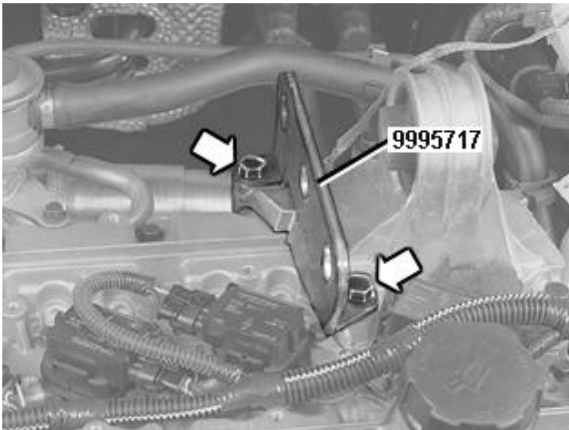
Remove the spark plug cover according to [Gearbox, removing](#) .

Installing lifting fixture

Remove the 2 screws at the engine mounting.

Install lifting lug [999 5717](#) .

Disconnect the ground strip.



Removing the connector from the gearbox

Remove:

- the screw for the clamp holding the positive cable on the engine
- the connector from the gearbox (press the connector together). Pull it from the gearbox.

Remove the cable from its clips on the side member.

Installing the lifting beam and lifting hook on the engine lifting eyelet

Install the lifting beam and the lifting hook on the engine lifting lugs. See [Gearbox, removing](#) .

Disconnecting the front suspension components

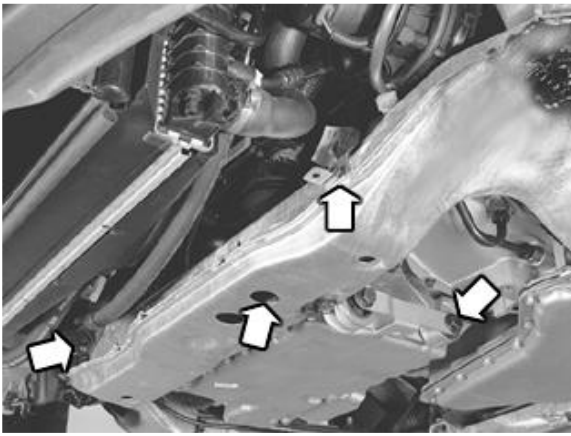
Remove the front end components according to [Gearbox, removing](#) .

Removing the screws from the cable conduit and the parking heater. Removing the ground lead bracket from the sub-frame

Remove:

- the screw for the front engine pad (see the arrow)
- the screws for the torque rod in the gearbox.

Applies only to cars with parking heaters:



Remove the fuel line from its clips on the sub-frame.
Hang up the parking heater in a tie strap.

Removing the ball joint nut (left hand side)

Remove the ball joint nut (left hand side) according to [Gearbox, removing](#) .

Removing the control arms for the anti-roll bar, the track rod and the screw from the drive shaft on the left hand side

Only slacken off the brake pipe bracket on the left-hand side.

Remove the control arms for the anti-roll bar, the track rod and the screw from the drive shaft on both sides according to [Gearbox, removing](#) .

Removing the screws from the sub-frame support plates (both sides)

Remove the screws from the sub-frame support plates (both sides) according to [Gearbox, removing](#) .

Removing the pipe lines from the sub-frame

Unhook the servo pipe and the evaporator pipe from the holders on the right-hand side of the sub-frame.
Unhook the servo pipe from the clip on the sub-frame.



Removing the stub axle from the control arm

Remove the stub axle from the control arm according to [Gearbox, removing](#) .

Pressing up the sub-frame on the right-hand side

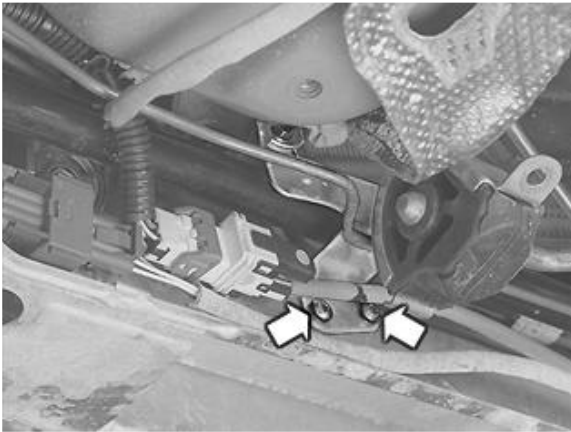
Press up the sub-frame on the right-hand side according to [Gearbox, removing](#) .

Removing the front cross member

Remove the front cross member according to [Gearbox, removing](#) .

Removing the bracket for the heated oxygen sensor (HO2S) wiring

Remove the screws for the bracket in the sub-frame holding the heated oxygen sensor (HO2S) cable. Push the bracket to one side.



Preparatory work for removing the stub axle on the left-hand side

Preparations, see [Gearbox, removing](#) .

Removing the drive shaft from the stub axle (left-hand side)

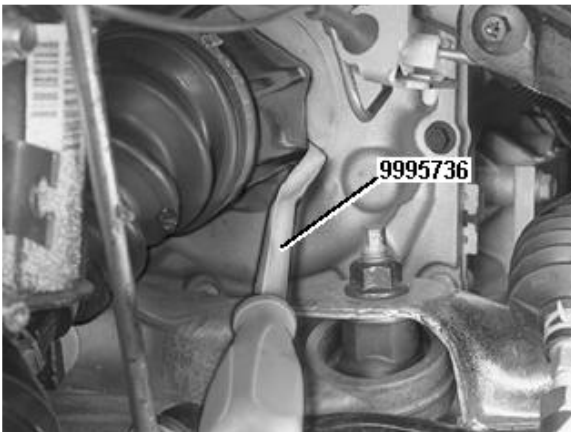
Remove the drive shaft from the stub axle. See [Gearbox, removing](#) .

Removing the left drive shaft from the gearbox

Use 2 gimmy bars [999 5736](#) .

Note! Do not damage the seal.

Note! Do not under any circumstances pull the drive shaft in such a way that could cause the joints to separate. The joints do not have axial pinions.



Removing the nuts and screws for the steering gear sub-frame

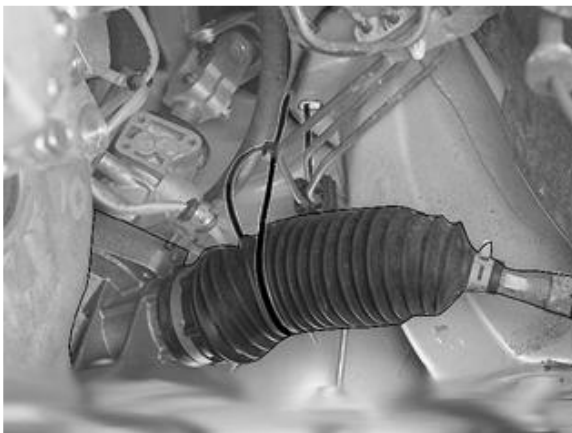
Remove the nuts and screws according to [Gearbox, removing](#) .

Removing the collision protection system over the steering gear

Applies only to right-hand drive cars

Remove the collision protection system according to [Gearbox, removing](#) .

Lowering the sub-frame



Use the mobile jack. Lower the sub-frame approximately 5 cm.
Hang up the steering gear in a tie strap.
Carefully lower the sub-frame. Let it hang free.

Note! Ensure that the screws for the steering gear release from the frame.

Removing the screw for the rear engine mounting

Remove the screw for the rear engine pad according to [Gearbox, removing](#).

Removing the rear engine mounting

Remove the rear engine mounting according to [Gearbox, removing](#).

Preparations for removal of the gearbox side plate

Preparatory work can be carried out when the vehicle is lowered.

Remove the 2 nuts from the wing liner. Angle out and tie up the wing liner to the lifting beam. Use a retaining strap.

Note! Do not damage the front wing.



Removing the oil pipes from the gearbox

Remove the oil pipes according to [Gearbox, removing](#).

Lowering the engine and gearbox

Caution! Do not damage the exhaust boots.

Lower the engine and gearbox according to [Gearbox, removing](#).

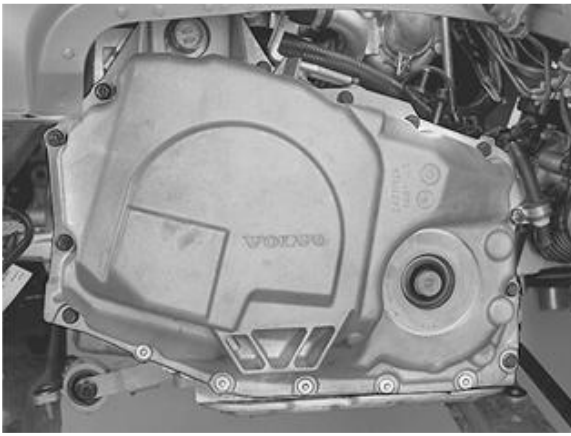
Preparations for removal of the gearbox side cover

Blow clean thoroughly around the gearbox.

Collect the oil spill when the side cover has been removed.

Remove the nut for the clamp and the bracket holding the wiring.

Cut off the tie straps (2) holding cable harness above the bracket. Push the wiring to one side to access the screw.



Remove the screw and the bracket.

Remove all the screws from the side cover (the lower 5 screws are Torx screws).

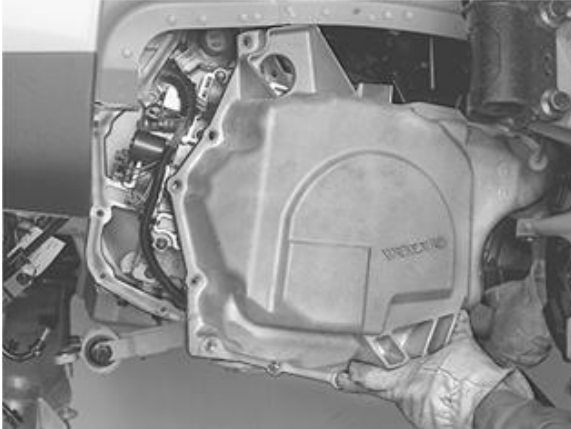
Caution! Ensure that the lower and outer screws align correctly during installation.

Removing the gearbox side cover

Pull out the side cover slightly from the gearbox.

Angle out the cover at the front on the left side quite a lot. Pull the cover backwards to the steering gear.

Pull out the cover at the bottom edge so that the upper section passes the side member.



Finishing work

Note! The gasket may only be re-used once. Check whether there is a 2 at the top of the right-hand corner of the gasket. The gasket must be replaced if there is a 2 on it. If there is no digit, stamp a 2. This indicates that the gasket has now been reused and must be replaced the next time the side cover is removed. Make this mark to assist other mechanics.

Replace the old rubber gasket which seals around the drive shaft.

