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jddaigle

Member



Join Date: May 30th, 2003
 Location: Denver, CO
 Posts: 6,577
 Vehicles: 2008 Passat Wagon
 VR6 4motion, 2013 FIAT 500 Sport

DIY: Fix Your Squeaking HVAC Blower Motor

11-15-2014 02:18 PM

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#1

With cold weather coming, I'll bet a fair number of you are starting to hear noises of complaint from your HVAC blower motor. Mine was a little squeaky on the coldest days last winter, but towards the end of this summer it started squeaking more, especially on hard left turns where the g-forces pushed the shaft off-center. Since a new Climatronic blower is about \$350, I thought I'd give it a good cleaning and lubrication to see if I could keep it alive.

There's [another thread](#) on this topic, but without pictures I had a heck of a time figuring out how to get the motor out at first, so I thought I'd post my experience.

The procedure below should work for Climatic blowers as well, since as far as I know the only difference is that the Climatronic has a controller module attached.

Tools Needed:

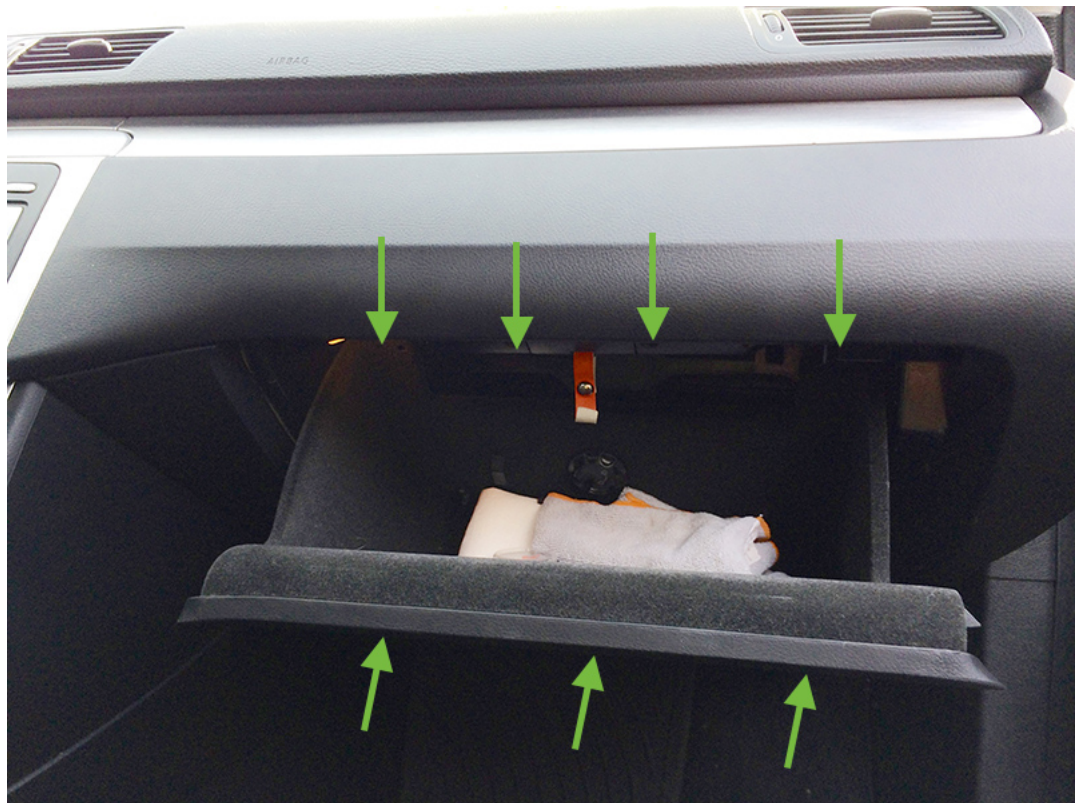
1. Torx T20 driver
2. [Trim removal kit](#) (seriously, if you don't have one of these get one right now. I could have saved myself so many scratched and cracked trim pieces and broken clips over the years. ECS Tuning sells them, Amazon sells them, and your local auto parts store sells them. Go get one right now, I'll wait.)
3. Headlamp or flashlight for seeing WTF you're doing under the glove box
4. Lithium grease or other sprayable lubricant that will say where you put it. Wurth HHS-K is highly regarded but hard to find; I just used regular old WD-40 brand lithium grease.
5. Flat-bladed screwdriver
6. Can of Compressed Air

1. Remove the Glove Box:

I found that the glove box would not come out unless I removed this piece of trim first, with my plastic trim tool kit of course. Just pry where the green arrow is and it will pop out:



The glove box is held on by 7 T20 screws, 4 inside the upper lip and 3 below the bottom of the door:



The center screws on top are tough because it's hard to get your hands and a screwdriver in there at the correct angle. I'd do those first, then one of the other screws at the top. Leave one still attached.

Move to the bottom, and take out two of the three screws. Now, remove the last screw on top while holding the glove box up, and then remove the last screw on the bottom.

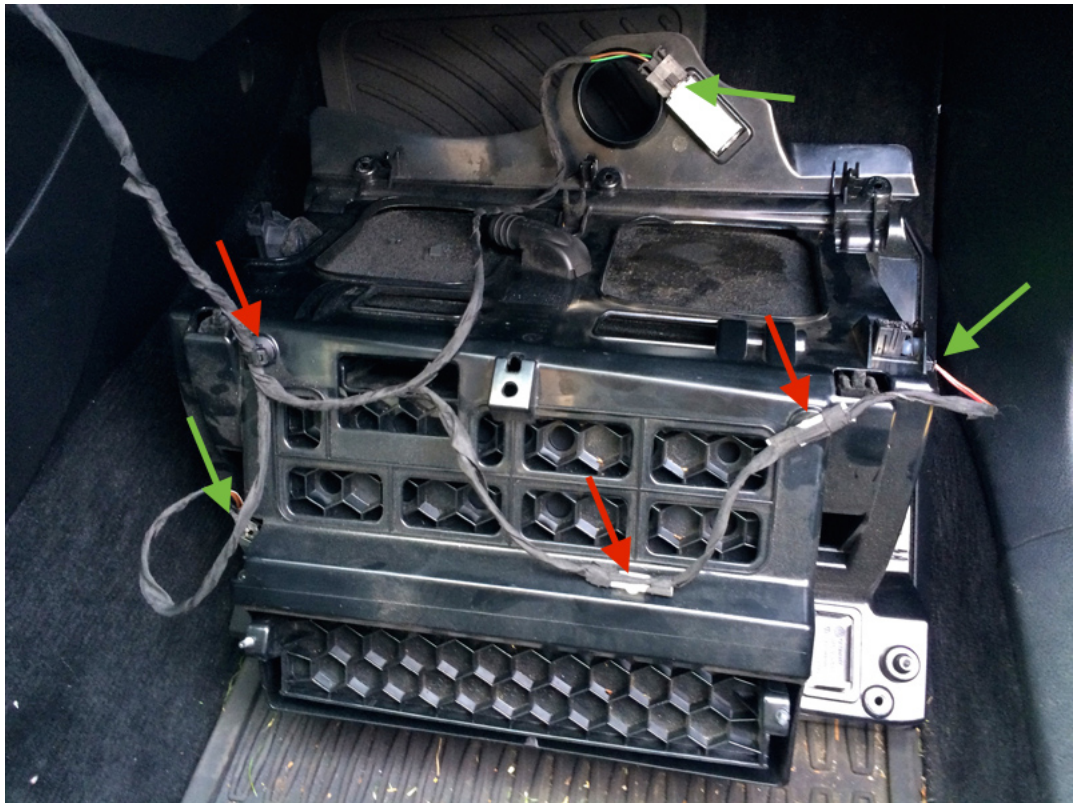
Doing it in this order will keep you from trying to keep the bottom of the glove box from falling out of its clip while you swear at the two top center screws. Ask me how I know!

There is a clip at the center of the bottom that technically needs to be released by inserting a flat bladed screwdriver into a slot, but mine released itself as soon as all the screws were out. YMMV.

Once the glove box is free, disconnect the rubber tube that connects to the air vent in the back of the glove box:



Next, unplug all the electrical connections (green arrows) and pop out the plastic wire anchors (red arrows) using the thin plastic crowbar with a notch in the end from your trim tool kit:



Now you can take the whole glove box assembly and place it out of the way.

2. Remove the Blower Motor:

Here's where the fun begins. Crawl under the dash where the glove box was, and remove the foam panel that covers the blower motor and cabin air filter access. It's held on with two plastic screws that you remove by hand.

This will expose the blower motor. Here's where I got stuck on my first attempt; I couldn't figure out where the tab you have to release to remove the motor was located. After studying some product photos of the motor on ECS Tuning's web site, I figured it out. The tab in question is circled below. This photo was taken from the front, where the glove box was. That's the rubber tube you pulled off the glovebox on the left of the image:



The whole blower motor assembly needs to be twisted counter-clockwise (when viewed from below) so that the tab clears the hook holding it in place. Once done you'll be able to wiggle the motor free. There aren't any fasteners but it is a tight friction fit. The electrical connectors on the Climatronic model are numerous and tight, so I left it attached and did the rest of my work in the footwell of the car.

3. Cleaning and Lubricating the Motor

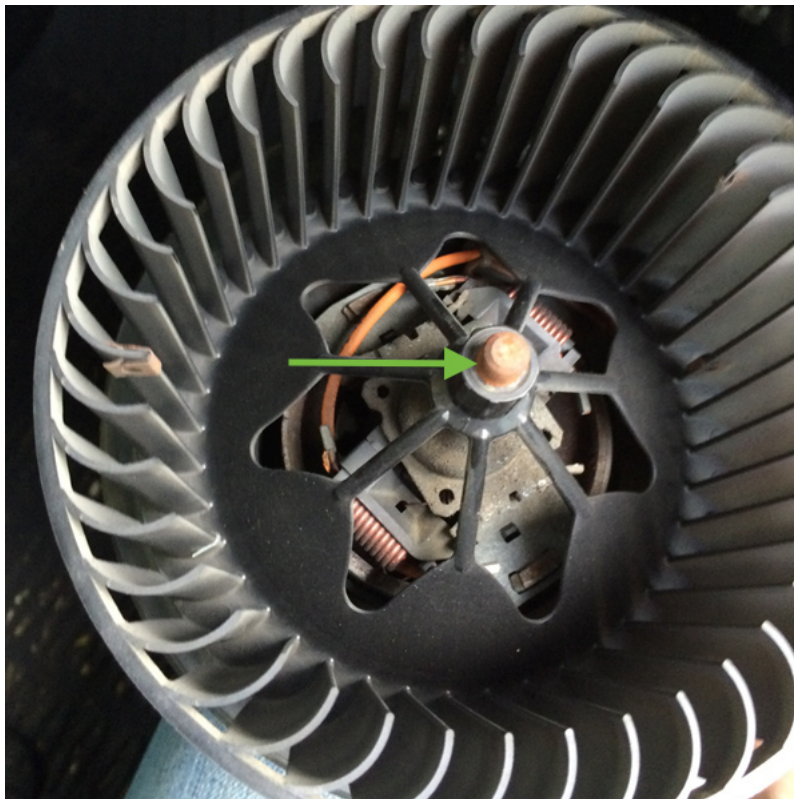
My motor was a little dusty inside but not too dirty. Not bad considering that it pulls in unfiltered air from under the rain tray. It's well protected against water but the cabin air filter has been moved to downstream from the fan instead of right at the intake as in the B5. I sprayed it out with some compressed air, and then looked to see where I could apply some lithium grease.

The first thing I did was use [b6variant's idea](#) and drill a small hole near the bottom bearing of the motor shaft:



The hole is just big enough to poke the straw from the can of lithium grease in there and spray a liberal amount inside. I noticed in my research that some of the aftermarket blower motors have a hole in this location already.

Next I took a look at the top bearing:



I chose to spray around the top cap, from above and below, then spun the fan manually to distribute the grease.

4. Put it Back Together:

No pictures of this; just do everything you did in reverse. Aligning the blower motor to twist it back in place is tricky, so allow for some grunting and curse words. After that it's pretty straight-forward.

5. Results:

I did this about a month ago but wanted to wait for the cold weather to see if it really worked. Well, the weather came and the motor has been almost silent. I had a little squeaking when the motor started up on a -2 degree F morning, but other than that the lubrication seems to have done the trick. Hopefully it lasts because I'd rather not spend another afternoon in the passenger footwell too soon.

Hope this helps someone, and good luck!

edited 2015-06-11 to correct note re: location of the cabin air filter

Last edited by jddaigle; 06-11-2015 at 01:14 PM.

- Jeff

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truenorth 

Junior Member

Join Date: Feb 29th, 2008

Posts: 51

11-15-2014 07:17 PM

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#2

Thank you for sharing the post. Yeah, with the cold weather here in Toronto Canada I will be spending my time in footwell of the car sooner or later as well.

Cheers

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RichardSEL 

Member

Join Date: Apr 5th, 2010

Location: Blackheath, Sth
London, UK



Posts: 1,310

Vehicles: '06 UK B6 BWA 3c0 SEL
estate

11-16-2014 01:41 AM

[Reply](#)

#3

Saved!  Thanks for bothering to post the the pix too 

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Soundwave_vr6 

Member



Join Date: Sep 30th, 2007

Location: Ontario

Posts: 7,778

Vehicles: 3.6 4mo

FV-QR

11-16-2014 05:16 PM

[Reply](#)

#4

nice thanks! , mine makes noises.

[ffuuuuuuuuuuuuuu Photobucket](#)

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superman1969 

Junior Member

Join Date: May 26th, 2008

Location: Boise Id

Posts: 68

Vehicles: 2005 Audi S4 Avant &
2007 VW Passat 3.6 4Motion Wagon

11-17-2014 07:53 PM

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#5

This is Great, Thanks....

Mine doesn't squeak but I hear a clicking and ticking sound at random intervals. Has anyone else heard random ticking from behind the glove box ?

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fife78 

Member

Join Date: Mar 15th, 2005

Location: Mansfield, MA

Posts: 3,534

Vehicles: 2008 3.6 VR6 4mo
wagon

11-17-2014 08:27 PM

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#6

The clicking is all the servos for the climatronic. Search "climatronic clicking noise"

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jddaigle 

Member



Join Date: May 30th, 2003

Location: Denver, CO

Posts: 6,577

Vehicles: 2008 Passat Wagon
VR6 4motion, 2013 FIAT 500 Sport

11-17-2014 10:46 PM

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#7

Yeah, they will even click with the controls set to "Off", as the system modulates the delivery of outside air.

- Jeff

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VW Golf TDI, 2006 Jetta TDI

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jddaigle 

Member



Join Date: May 30th, 2003
Location: Denver, CO
Posts: 6,577
Vehicles: 2008 Passat Wagon
VR6 4motion, 2013 FIAT 500 Sport

01-17-2015 04:50 PM

Reply

#8

Bump for the cold weather--I'll be a few people are hearing squeaking this time of year!

- Jeff
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SABI VT 

Member



Join Date: Nov 9th, 2013
Posts: 393

02-14-2015 08:20 PM

Reply

#9

Epic thread thank you 😊 not the best days to do it but I'm running out to pull the blower.. My glovebox has been hanging for over a week and I didn't want to put it back together until I could get to the blower.👍

Beauty is in the details.

Reply With Quote

4mo_jay 

Member

Join Date: Sep 19th, 2013
Location: FL
Posts: 277
Vehicles: B6 3.6 Passat Mocha Brown

03-07-2015 09:25 PM

Reply

#10

I literally got on here tonight to check for this, mine just started doing this today. so annoying on the way home.

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bmurray716 

Member



Join Date: Mar 11th, 2010
Location: buffalo ny
Posts: 923
Vehicles: 2010 Jetta s

03-31-2015 08:35 AM

Reply

#11

here is another post on how to repair a squeaky/noisy blower motor fan from myturbodiesel:

<http://www.myturbodiesel.com/threads...s-a-fix.17973/>

I have this same problem and just waiting for some good weather to tackle this job.

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jddaigle 

Member





Join Date: May 30th, 2003
Location: Denver, CO
Posts: 6,577
Vehicles: 2008 Passat Wagon
VR6 4motion, 2013 FIAT 500 Sport

03-31-2015 11:44 AM

Reply

#12

 Originally Posted by **bmurray716** 

here is another post on how to repair a squeaky/noisy blower motor fan from myturbodiesel:

<http://www.myturbodiesel.com/threads...s-a-fix.17973/>

I have this same problem and just waiting for some good weather to tackle this job.

Nice, looks like essentially the same component. I didn't attempt to disassemble the housing to clean the area around the bottom bearing, but if/when I have to take the fan out again I'll give it a shot.

I still think a lithium grease with low creep is the best lubricant for this application. FWIW my fan made it through the entire winter without a single squeak.

- Jeff
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Soundwave_vr6 

Member



Join Date: Sep 30th, 2007
Location: Ontario
Posts: 7,778
Vehicles: 3.6 4mo

03-31-2015 02:29 PM [Reply](#) #13

subbed , waiting for warm weather aswell

thanks 🙏

ffuuuuuuuuuuuuuuu Photobucket

[Reply With Quote](#)**bmurray716** 

Member



Join Date: Mar 11th, 2010
Location: buffalo ny
Posts: 923
Vehicles: 2010 jetta s

04-01-2015 09:25 AM [Reply](#) #14

couldn't wait any longer. 40 degrees was going to have to do.

Pulled fan out w/o taking apart my glove box. Took a little pulling but came out ok. I did remove the bottom cap and used old tooth brush and compressed air (can) to clean out motor (very dusty - do this outside or garage/basement). removing gives you access to another spot to lube on axle. I used a teflon grease. You can only access one side of top bearing and one side of bottom bearing, but that seems to have done it. Putting back in is also a bit of a pita. push black loom out of the way and it should go back in with a little pushing and shoving.

My first fan setting is silent, and second is near silent. Pretty happy with results. Only took me ~30 minutes and most of time spent removing/reinstalling the two screws that hold the felt piece on. I used a dime 🧑🏻🔧

[Reply With Quote](#)**vwnikster** 

Member



Join Date: Jul 18th, 2006
Location: London ON
Posts: 286
Vehicles: 2008 passat wagon

06-11-2015 08:34 AM [Reply](#) #15

Great post!
Saved me 450\$ on a new blower this morning!!!
It just quit yesterday on my wife (only blower wasn't coming on but the controls all lit up) 1hr later VOILA- I nice quiet and running blower
Thanks again!!

[Reply With Quote](#)**ShowYourTTs** 

Member



Join Date: May 7th, 2010
Location: WI
Posts: 188
Vehicles: '02 ALMS TT, '09 VW CC
VR6 4Motion

07-31-2016 11:13 AM [Reply](#) #16

Thank You to the original poster for such fantastic details and photos! 🙏🙏🙏🙏🙏🙏

Just did this fix on my new to me 2009 CC. The squealing at anything below the two highest settings was driving me mad and making the auto function completely useless.

Even if this only lasts for a while and I need to replace the blower motor, it's not a bad job to get in there and replace.

Corey
'02 Audi TT ALMS edition w/mods | '09 CC 3.6L VR6 4Motion Executive Trim. | '17 Golf Alltrack SEL

[Reply With Quote](#)**AdrianLFC** 

n00b

Join Date: Dec 5th, 2016
Posts: 2

12-05-2016 10:04 AM [Reply](#) #17

Great guide, it helped me solve the same issue with the noise. I would like to add my part to this, I did this work without drilling the plastic hole since I managed to take the inside of the motor apart from the plastic cover so i had full access to the inner bearing:



In the arrow marked places there are 3 rubber dampers to reduce vibrations, if you push them inside while pulling the motor from the plastic cover (they act like clamps) you can take it apart and do a better job at cleaning/greasing the bearings.

P.S. Apologies for not taking pictures of this

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jddaigle

Member



Join Date: May 30th, 2003
Location: Denver, CO
Posts: 6,577
Vehicles: 2008 Passat Wagon
VR6 4motion, 2013 FIAT 500 Sport

12-05-2016 12:18 PM

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#18

Originally Posted by **AdrianLFC**

Great guide, it helped me solve the same issue with the noise. I would like to add my part to this, I did this work without drilling the plastic hole since I managed to take the inside of the motor apart from the plastic cover so i had full access to the inner bearing.

Nice

I think I'd still drill the hole since it lets you "top up" the lubrication without going through the whole process of removing the fan. I do mine about once a year and it's silent on all but the coldest mornings (think 5 above zero fahrenheit). If that ever stops working I'll pull the thing out again and do a full teardown and re-lube/re-build as necessary.

- Jeff

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[Reply With Quote](#)

AdrianLFC

n00b

Join Date: Dec 5th, 2016
Posts: 2

12-05-2016 01:48 PM

[Reply](#)

#19

Originally Posted by **jddaigle**

Nice

I think I'd still drill the hole since it lets you "top up" the lubrication without going through the whole process of removing the fan. I do mine about once a year and it's silent on all but the coldest mornings (think 5 above zero fahrenheit). If that ever stops working I'll pull the thing out again and do a full teardown and re-lube/re-build as necessary.

I'm running on 2'nd day after my fix, lowest temp was -8 Celsius and it was silent. I guess the hole can't hurt but if you will take it apart like i previously mentioned, you will see that you have to spray a lot of grease for it to actually reach the bearing because the bearing cover is not actually close to the plastic.

[Reply With Quote](#)

jddaigle

Member



Join Date: May 30th, 2003

12-05-2016 02:39 PM

[Reply](#)

#20

Originally Posted by **AdrianLFC**

I guess the hole can't hurt but if you will take it apart like i previously mentioned, you will see that you have to spray a lot of grease

Location: Denver, CO

Posts: 6,577

Vehicles: 2008 Passat Wagon

VR6 4motion, 2013 FIAT 500 Sport

Oh trust me, I do 😊

- Jeff

[B6 Passat 3.6 & 4motion Resource Thread](#)


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Reply With Quote

Soundwave_vr6

Member



Join Date: Sep 30th, 2007

Location: Ontario

Posts: 7,778

Vehicles: 3.6 4mo

every winter i see this and think i should do this in the summer. now its cold and squeaking and im too lazy to fix 😊

12-06-2016 07:16 AM

Reply

 #21

Reply With Quote

nikkethegreat

n00b

Join Date: Feb 12th, 2017

Posts: 1

Awesome, this helped me a lot. Thanks.

04-24-2017 03:31 PM

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 #22

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