



Thread: Cam Follower, Haldex + Filter, Diffs, DSG and Engine Fluids Swap.

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0-60Motorsports

Member
Join Date: Dec 27th, 2009
Location: Bahrain
Posts: 603
Vehicles: 04 M3 cs, 12 Golf R



Cam Follower, Haldex + Filter, Diffs, DSG and Engine Fluids Swap.

06-22-2015 04:29 PM Reply #1

Hey Guys,
I did my Haldex Fluid + Filter, Front and Rear Diffs Fluid, DSG Fluid + Filter and Engine oil + Filter Change a few days ago and took some pics for your DIYs. First Here are the pics (I apologize for the quality of the pics as I had forgotten my DSLR at home and the weather was a crisp 40c/104f)....

The parts were kindly supplied by ECS Tuning...



FRONT DIFF:

So as you can see the fill bolt is hidden on your 11 o clock position on a DSG car) as previously stated by another forum member...For this job you will need one of these <http://www.ecstuning.com/ES2765922/> THE FRONT DIFF WILL TAKE ALMOST THE COMPLETE BOTTLE SO MAKE SURE YOU KEEP PUMPING FLUID IN THERE....

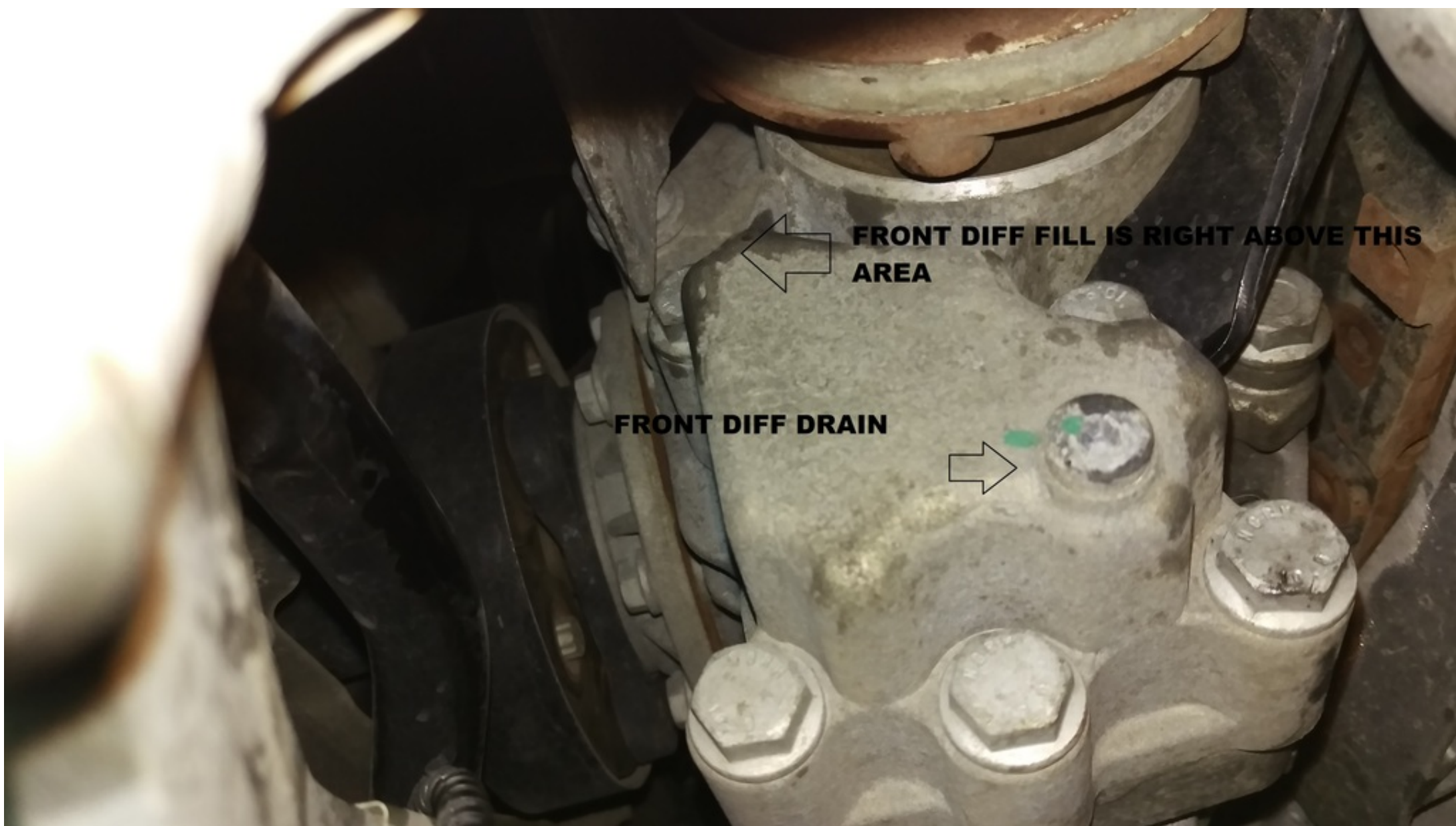
Front diff...

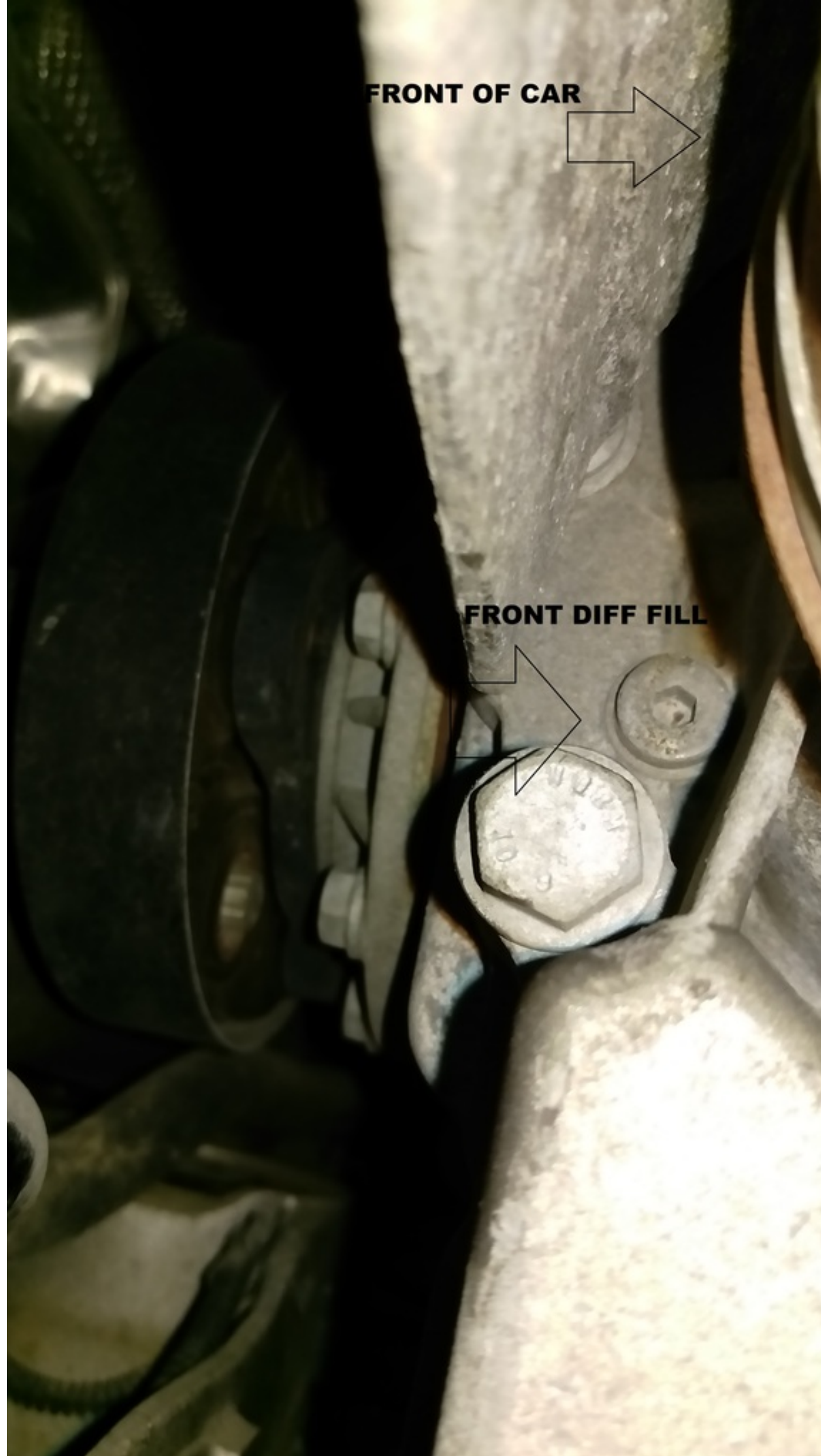
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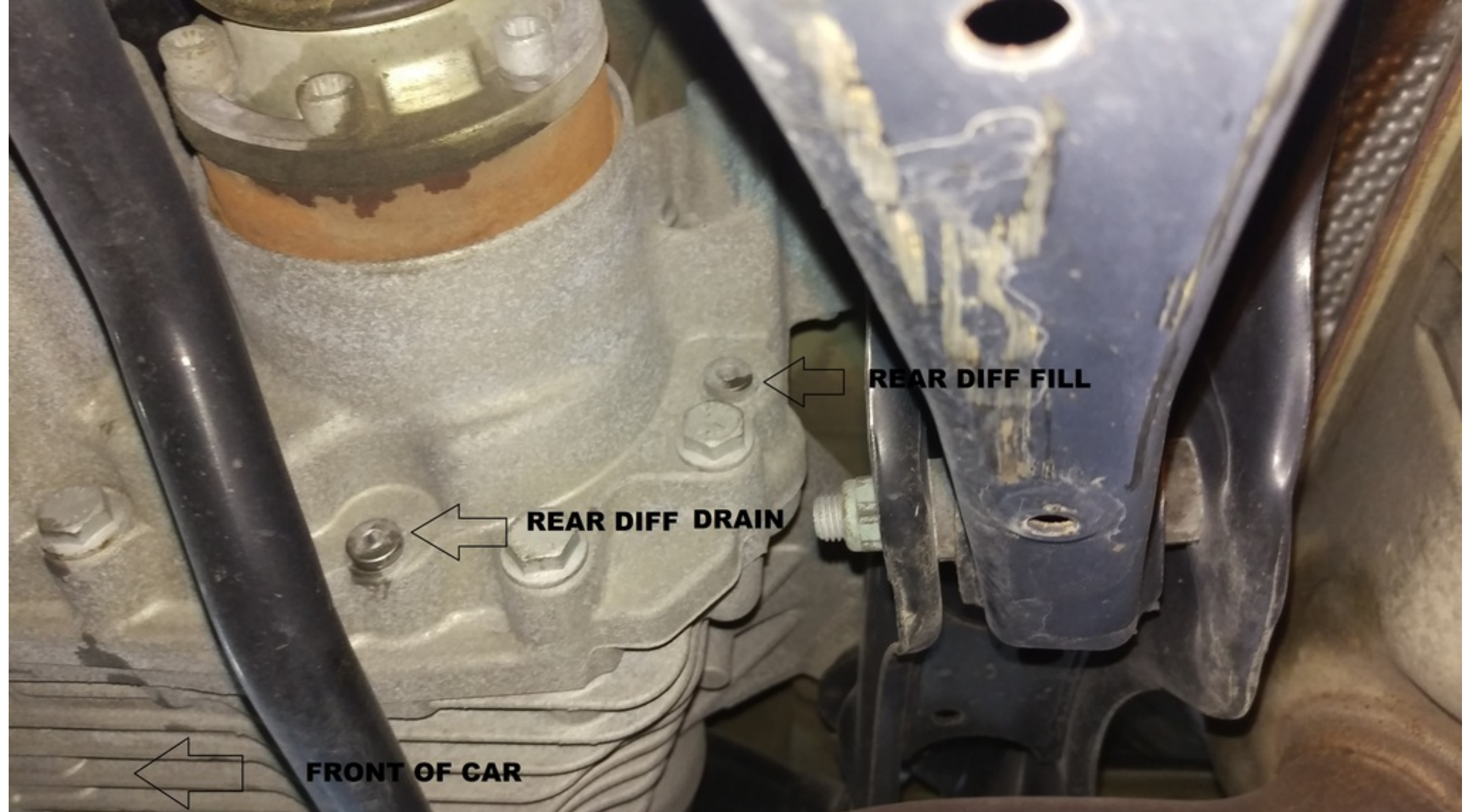
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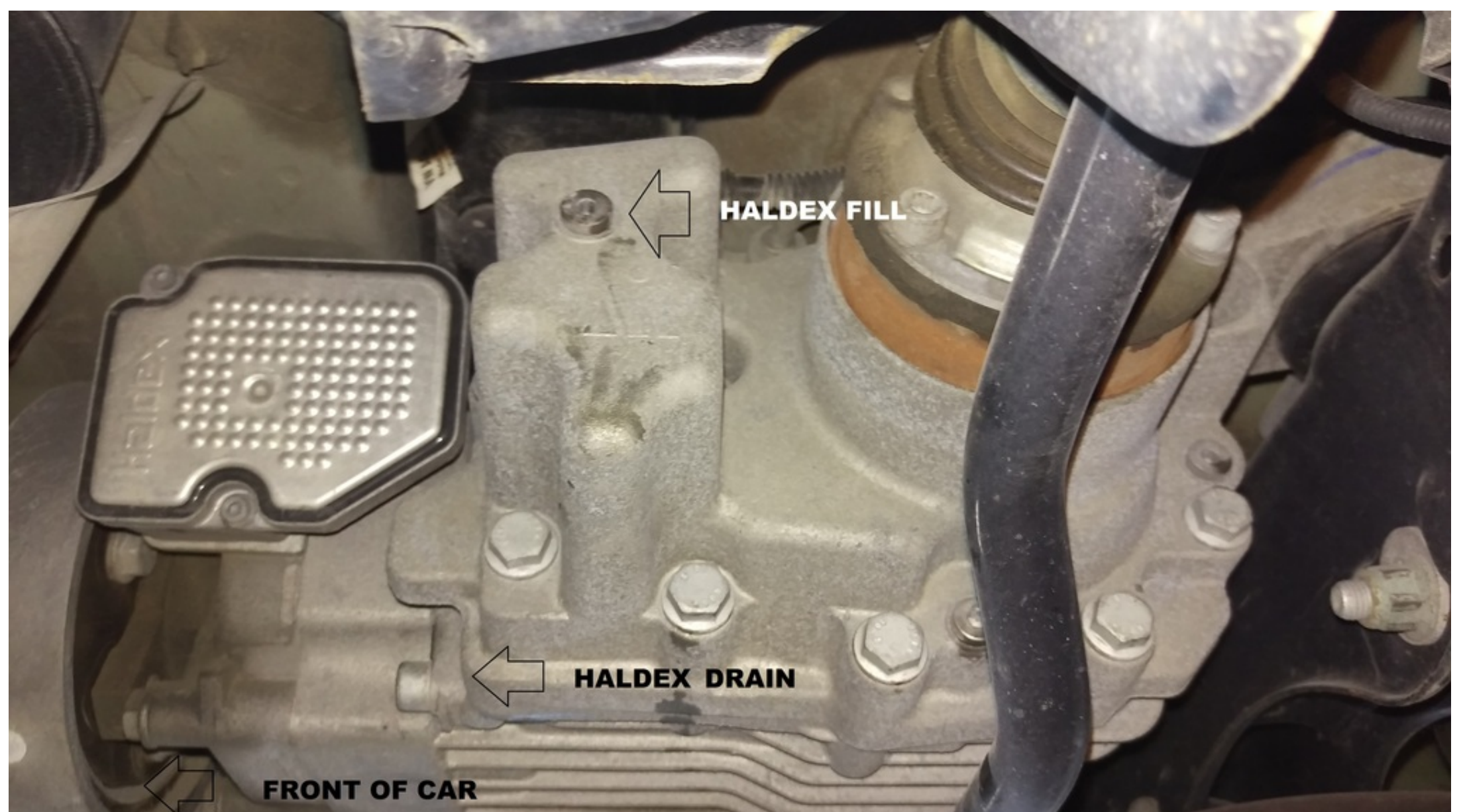
REAR DIFF:

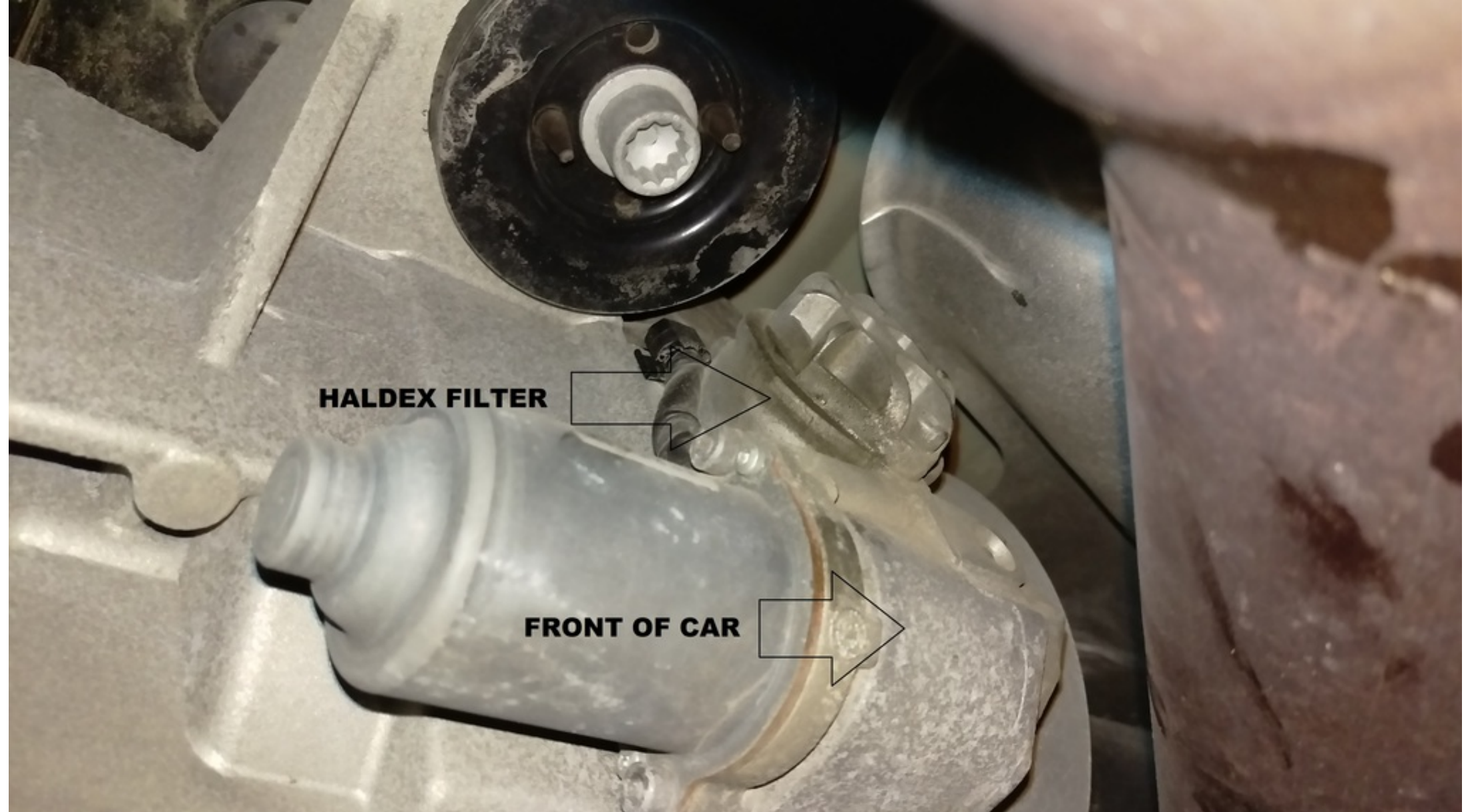
The rear diff fluid swap was quiet easy....For this job you will need one of these <http://www.ecstuning.com/ES2765922/>



HALDEX:

The Haldex Fluid swap will require this kit <http://www.ecstuning.com/ES2827153/> which includes the OEM Filter and cover and Fluid....





To get the filter out it was very hard due to lack of space. It was stuck in there. We had to mangle it destroy it to take it out. Here are the new parts from ECS....

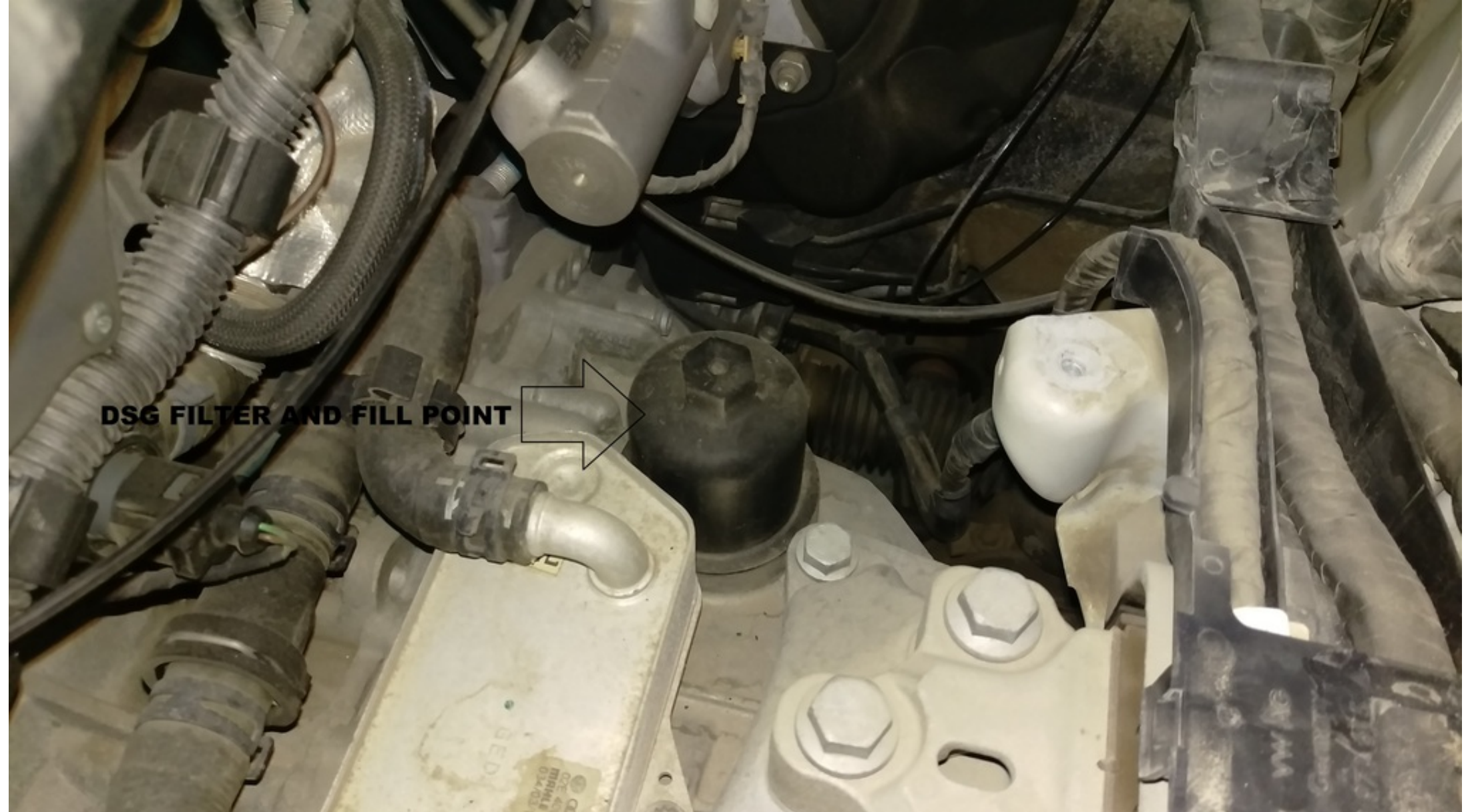


When it came time to fill the HALDEX up with fresh fluid it was quite a fiddly job as the fluid kept coming out of the fill hole. Just had to put the fill pipe in a bit deeper and at an angle and then it gulped up most of the Haldex Fluid in the bottle.

DSG:

For this you will require 5 x <http://www.ecstuning.com/ES12023/> + 1 of <http://www.ecstuning.com/Volkswagen-....0T/ES2771687/> + <http://www.ecstuning.com/Volkswagen-...ion/ES2662718/>

OR <http://www.ecstuning.com/Volkswagen-...ion/ES2739753/> (it comes with 6 liters but usually you only need about 5)



Watch these videos to do the DSG fluid Swap....

<https://youtu.be/nhE19GCXlvA>

<https://youtu.be/YEFUR9IVhII>

CAM FOLLOWER:

So i had my Cam follower changed at the dealership last year and recently i was starting to hear a knocking sound upon start up and idle. On further investigation i noticed the cam follower bolts were only hand tight....



I purchased this kit from ECS <http://www.ecstuning.com/Volkswagen-...uel/ES2609354/> and proceeded to swap out the old cam follower and O ring. Thank God there was no damage to the previous follower from the loose HPFP bolts.

Follow this simple DIY shown here on an MK5 GTI but ours is the same...

<https://youtu.be/Bg8npMuun20>

Also Changed my [Fuel Filter](#) while i was doing all the above....

<http://www.ecstuning.com/Volkswagen-...uel/ES2550239/>

And the Engine Oil.....

<http://www.ecstuning.com/Volkswagen-...ice/ES2561245/>

Don't forget when you remove the Engine Oil Filter get ready to catch some more [oil](#) in your oil drain pan or bucket....Mine wasn't changed for a while even though i paid the dealership to do it. The filter looked like it was almost falling apart. Thats why DIY it FOLKS and dont trust STEALER SHIPS too much after your warranty/service package is up.

Overall the car feels like a new vehicle especially with the new tires I put on it right after all the above was done along with a full alignment. Make sure to go to an empty car park after that and do a couple of figure eights with the car to get all the fluids to coat all the internal parts.

I hope the above info helps out you DIYers and saves you guys some headache and money.... Best of luck.


Last edited by 0-60Motorsports; 07-27-2015 at 03:03 AM.

2004 **BMW E46 M3cs**.
2012 **VW GOLF R, 5 Door, DSG, Euro Spec**.
IG: 060Motorsports

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Thedude4bides ▾

Member
Join Date: Jul 20th, 2012
Location: Bethlehem, PA
Posts: 1,922
Vehicles: 2012 DBP 2dr Golf R

06-22-2015 04:52 PM  #2

Nice, thanks👍

What is interesting is that when I was working with Paul@DeutscheAuto to get a massive [maintenance](#) order in for my 80k service he mentioned that I did not need a haldex filter because it was not a serviceable item, maybe that is why you had to destroy the old one?

APR 2+ | APR RSC TBE | APR HPFP | APR IC | Unitronic CAI | HPA SS | F&R VWR Sways | RSR Clutch | OEM Tinted R LED Tails |


[Dude's "Build"](#)



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0-60Motorsports ▾

Member
Join Date: Dec 27th, 2009
Location: Bahrain
Posts: 603
Vehicles: 04 M3 cs, 12 Golf R



06-22-2015 04:55 PM  #3

 Originally Posted by **Thedude4bides** 

Nice, thanks👍

What is interesting is that when I was working with Paul@DeutscheAuto to get a massive [maintenance](#) order in for my 80k service he mentioned that I did not need a haldex filter because it was not a serviceable item, maybe that is why you had to destroy the old one?


It was jammed up in there. You really should change it while your there. No harm.

2004 **BMW E46 M3cs**.
2012 **VW GOLF R, 5 Door, DSG, Euro Spec**.
IG: 060Motorsports

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jwal ▾

Junior Member
Join Date: Oct 28th, 2014
Posts: 63

06-22-2015 07:39 PM  #4

Thank you for putting this all together!

I do have a question. On the diffs and haldex fluid, do you fill it up until it comes out of the fill hole? Sorry for the dumb question. I assume you used a fluid transfer pump to get the fluids in the odd holes?


Thank you!



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0-60Motorsports ▾

Member
Join Date: Dec 27th, 2009
Location: Bahrain
Posts: 603
Vehicles: 04 M3 cs, 12 Golf R



06-22-2015 08:19 PM  #5

 Originally Posted by **jwal** 

Thank you for putting this all together!

I do have a question. On the diffs and haldex fluid, do you fill it up until it comes out of the fill hole? Sorry for the dumb question. I assume you used a fluid transfer pump to get the fluids in the odd holes?

Thank you!

Yes to both of your questions 😊

2004 **BMW E46 M3cs.**
2012 **VW GOLF R, 5 Door, DSG, Euro Spec.**
IG: 060Motorsports

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robotvoice

Junior Member
Join Date: Apr 7th, 2014
Location: MD
Posts: 85

06-22-2015 11:41 PM Reply #6

THANK YOU so much for posting this DIY. The pictures are fantastic and I'm sure will help A LOT of people on here, including myself when I go to do these [maintenance](#) items within the next few weeks.

I have a couple quick questions. What did you use to get the fluid into the fill holes? I normally use something like this (<http://www.harborfreight.com/multi-u...ump-66418.html>) for these kinds of jobs but want to make sure I grab something else if there's a better tool for the job here.

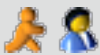
Also, the part about destroying the old Haldex filter is a bit disturbing. Did you use something like a screw driver or [pliers](#) to pull the older filter out? Is there potential to have pieces of the old filter become lodged into the Haldex system by doing this?

Again, thanks for posting this DIY for everyone.

Reply With Quote

0-60Motorsports

Member
Join Date: Dec 27th, 2009
Location: Bahrain
Posts: 603
Vehicles: 04 M3 cs, 12 Golf R



06-23-2015 01:24 AM Reply #7

Originally Posted by **robotvoice**

THANK YOU so much for posting this DIY. The pictures are fantastic and I'm sure will help A LOT of people on here, including myself when I go to do these [maintenance](#) items within the next few weeks.

I have a couple quick questions. What did you use to get the fluid into the fill holes? I normally use something like this (<http://www.harborfreight.com/multi-u...ump-66418.html>) for these kinds of jobs but want to make sure I grab something else if there's a better tool for the job here.

Also, the part about destroying the old Haldex filter is a bit disturbing. Did you use something like a screw driver or [pliers](#) to pull the older filter out? Is there potential to have pieces of the old filter become lodged into the Haldex system by doing this?

Again, thanks for posting this DIY for everyone.

That tool from harbor freight should do the job, we used a tool sort of like a big [brake](#) bleeder thingy (cant find the right words) and it gets pressurized by using an airline from the shop and then you can easily pupm into the diffs/haldex/gearbox etc.....

Dont worry too much about trying to get the Haldex filter out, we mangled it and squished it from the center so it was easy to pull out after as it was locked in there (we used needle nose [pliers](#) due to lack of space). No pieces fell off of it at all so it was all good. Just be careful when you try to remove it. Take your time.

2004 **BMW E46 M3cs.**
2012 **VW GOLF R, 5 Door, DSG, Euro Spec.**
IG: 060Motorsports

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Super .:R-Type

Member
Join Date: Aug 6th, 2013
Posts: 173

06-23-2015 07:37 AM Reply #8

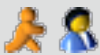
Big thanks for following through and posting this.. great write up and pics. Puts a lot of the questions and inconsistent info from that older thread to bed. I now understand why there was conflicting info on Haldex filter... it seems it's *possible* to service it, but not necessarily intended to work that way.

2013 CSG Golf R 4-dr
APR Stage 1 | UM Gen IV Haldex | Verdict SSBB | R8 Coils | DeAutoKey Interior LEDs | G-Force Comp 2 No-Seasons

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0-60Motorsports

Member
Join Date: Dec 27th, 2009
Location: Bahrain
Posts: 603
Vehicles: 04 M3 cs, 12 Golf R



06-23-2015 08:32 AM Reply #9

Originally Posted by **Super .:R-Type**

Big thanks for following through and posting this.. great write up and pics. Puts a lot of the questions and inconsistent info from that older thread to bed. I now understand why there was conflicting info on Haldex filter... it seems it's *possible* to service it, but not necessarily intended to work that way.

Yeah, I would replace that filter every say 60-100k? Up to the vehicle owner. its not too expensive or difficult of a job.

2004 **BMW E46 M3cs.**
2012 **VW GOLF R, 5 Door, DSG, Euro Spec.**
IG: 060Motorsports

sweaty cp

Member



Join Date:	Jul 31st, 2012
Location:	mianus, ct
Posts:	758
Vehicles:	'13 RB Golf R

06-23-2015 10:09 AM [Reply](#) #10

how in the heck are you apologizing for the pictures? they are great. and thanks for taking the time to draft this. most helpful.

APR Stage 1 (full intake v. 3.31) 📦 Unitronic Intake 📦 DG Sigma 6 with TS SSBB kit 📦 H&R rear sway 📦 US Mill Works plate relocation kit & Sound-crap-tor delete

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ECS Tuning

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Join Date:	Oct 2nd, 2006
Location:	Wadsworth, OH
Posts:	37,763
Vehicles:	Modified Ones

06-23-2015 10:18 AM [Reply](#) #11

Nice thread! Thanks for the order! 😊👍

Andy

http://www.ecstuning.com :: Phone: 1.800.924.5172 - **Hours:** Mon. - Fri. 8:00AM - 11:00PM EST Saturday 10:00AM - 7:00PM EST :: **Email:** sales@ecstuning.com & customerservice@ecstuning.com :: **Facebook** :: **YouTube** :: **Live Chat** :: **Instagram**

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dOwnsizer

Member



Join Date: May 21st, 2013
Location: The Great State
Posts: 1,269
Vehicles: 2013 CW Golf R

06-23-2015 10:22 AM [Reply](#) #12

Originally Posted by **0-60Motorsports**

So i had my Cam follower changed at the dealership last year and recently i was starting to hear a knocking sound upon start up and idle. On further investigation i noticed the cam follower bolts were only hand tight....

When you pulled the pump to change the follower did you notice any metal on the bolts? The housing the pump bolts to is soft aluminum and you can strip the threads very easy which will let the bolts come lose. You should watch them to make sure that this is not the case on why they came lose.

2013 Golf R 4Dr Loaded CW
[Build Thread](#)

dubsquared

[Reply With Quote](#)

03_uni-B ○

Moderator



Join Date:	Sep 6th, 2005
Location:	WV & KY
Posts:	12,134
Vehicles:	04.5 Redemption GLI

06-23-2015 10:33 AM [Reply](#) #13

Excellent write up adding it to the FAQ/DIY sticky 🙌🙌

1965 Mustang Fastback build | [My House Project](#)
[Open Road Tuning](#) | [Memoryfab](#)
 IG: [03_uni_b](#) | [03_uni-B \(RIP\)](#)

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0-60Motorsports 

Member

Join Date:	Dec 27th, 2009
Location:	Bahrain
Posts:	603
Vehicles:	04 M3 cs, 12 Golf R

06-23-2015 01:35 PM [Reply](#) #14

👂 Originally Posted by **TwoPugs** 🗨

When you pulled the pump to change the follower did you notice any metal on the bolts? The housing the pump bolts to is soft aluminum and you can strip the threads very easy which will let the bolts come lose. You should watch them to make sure that this is not the case on why they came lose.

Yeah I checked for the striped threads. It looked good. That is why I just tightened them gently and I'll keep an eye on them.

Sent from my HTC One M9 using Tapatalk

2004 BMW E46 M3cs.

2012 VW GOLF R, 5 Door, DSG, Euro Spec.
IG: 060Motorsports

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0-60Motorsports

Member
Join Date: Dec 27th, 2009
Location: Bahrain
Posts: 603
Vehicles: 04 M3 cs, 12 Golf R


06-23-2015 01:35 PM Reply #15

Originally Posted by 03_uni-B

Excellent write up adding it to the FAQ/DIY sticky

I just wish I could have taken DSLR pics. And I also wish it wasn't as hot when I did this. Lol
Sent from my HTC One M9 using Tapatalk

2004 BMW E46 M3cs.
2012 VW GOLF R, 5 Door, DSG, Euro Spec.
IG: 060Motorsports

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robotvoice

Junior Member
Join Date: Apr 7th, 2014
Location: MD
Posts: 85

06-24-2015 10:15 AM Reply #16

I forgot to ask, when you took the Haldex filter out, does any fluid come out with this? Should you swap the filter with the Haldex fluid drained or does it not really matter?

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0-60Motorsports

Member
Join Date: Dec 27th, 2009
Location: Bahrain
Posts: 603
Vehicles: 04 M3 cs, 12 Golf R


06-24-2015 11:10 AM Reply #17

Originally Posted by robotvoice

I forgot to ask, when you took the Haldex filter out, does any fluid come out with this? Should you swap the filter with the Haldex fluid drained or does it not really matter?

Just a little bit. drain the haldex, change filter, put in new haldex fluid

2004 BMW E46 M3cs.
2012 VW GOLF R, 5 Door, DSG, Euro Spec.
IG: 060Motorsports

Reply With Quote

robotvoice

Junior Member
Join Date: Apr 7th, 2014
Location: MD
Posts: 85

06-24-2015 12:12 PM Reply #18


Originally Posted by 0-60Motorsports

Just a little bit. drain the haldex, change filter, put in new haldex fluid

Perfect, thanks so much for your help man. Someone buy this guy a

Reply With Quote

0-60Motorsports

Member
Join Date: Dec 27th, 2009
Location: Bahrain
Posts: 603
Vehicles: 04 M3 cs, 12 Golf R


06-24-2015 03:33 PM Reply #19

Originally Posted by robotvoice

Perfect, thanks so much for your help man. Someone buy this guy a

Glad i could be of help. Cheers.

2004 BMW E46 M3cs.
2012 VW GOLF R, 5 Door, DSG, Euro Spec.
IG: 060Motorsports

Reply With Quote

mitanokaseifu

Junior Member
Join Date: Mar 8th, 2015
Posts: 54
Vehicles: 2012 Golf R, 2008 Rabbit, 1997 Jeep ZJ

06-25-2015 12:31 AM Reply #20

What did you end up using for diff fluid? For the Haldex fluid fill I found a larger syringe and catheter (or tubing that fits on the syringe) from a pharmacy works well. Fill from the qt of fluid via the syringe and tube and squirt it into the fill hole and repeat a few times. You can plug the fill hole with a finger while filling if it's weeping out.

One thing to consider after I filled the Haldex and it started running out, the next day I had the rear on ramps to do a brake fluid change and on a


whim checked the Haldex level. It needed another couple syringes worth of fluid. It must settle deep in the gears and crannies after driving.



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0-60Motorsports ▾

Member
Join Date: Dec 27th, 2009
Location: Bahrain
Posts: 603
Vehicles: 04 M3 cs, 12 Golf R



06-25-2015 01:33 AM  #21

 Originally Posted by **mitanokaseifu** 

What did you end up using for diff fluid? For the Haldex fluid fill I found a larger syringe and catheter (or tubing that fits on the syringe) from a pharmacy works well. Fill from the qt of fluid via the syringe and tube and squirt it into the fill hole and repeat a few times. You can plug the fill hole with a finger while filling if it's weeping out.


One thing to consider after I filled the Haldex and it started running out, the next day I had the rear on ramps to do a [brake](#) fluid change and on a whim checked the Haldex level. It needed another couple syringes worth of fluid. It must settle deep in the gears and crannies after driving.


Well we had an equivalent of a [brake](#) fluid pump (air pressurized) that we use for all fluids like diffs, gearboxes etc. Yeah I'll be checking my haldex fluid again soon...

2004 BMW E46 M3cs.
2012 VW GOLF R, 5 Door, DSG, Euro Spec.
IG: 060Motorsports





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sweaty cp ▾

Member

Join Date: Jul 31st, 2012
Location: mianus, ct
Posts: 758
Vehicles: '13 RB Golf R

06-25-2015 09:25 AM  #22


the fill plug position should have considered system absorbtion after the fill to the fill line. people have mentioned that their unit has been over-filled. wonder if there is any way to verify the proper procedure relative to how much fluid. we could always ask the service department at a VW dealership. baaaahahahahahaha!



APR Stage 1 (full intake v. 3.31)  Unitronic Intake  DG Sigma 6 with TS SSBB kit  H&R rear sway  US Mill Works plate relocation kit & Sound-crap-tor delete

 Reply With Quote |

robotvoice ▾

Junior Member
Join Date: Apr 7th, 2014
Location: MD
Posts: 85

06-25-2015 09:36 AM  #23

 Originally Posted by **sweaty cp** 

the fill plug position should have considered system absorbtion after the fill to the fill line. people have mentioned that their unit has been over-filled. wonder if there is any way to verify the proper procedure relative to how much fluid. we could always ask the service department at a VW dealership. baaaahahahahahaha!


I'm guessing the people who overfilled their Haldex didn't have their car level to the ground? I don't see how it would be physically possible to overfill otherwise.



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0-60Motorsports ▾


Member
Join Date: Dec 27th, 2009
Location: Bahrain
Posts: 603
Vehicles: 04 M3 cs, 12 Golf R





06-25-2015 11:16 AM  #24

 Originally Posted by **sweaty cp** 

the fill plug position should have considered system absorbtion after the fill to the fill line. people have mentioned that their unit has been over-filled. wonder if there is any way to verify the proper procedure relative to how much fluid. we could always ask the service department at a VW dealership. baaaahahahahahaha!

LOL, this is not rocket science. A VW Golf R is a normal car and not a [bugatti](#) veyron or McLaren F1..... The only way you can overfill, MAYBE, is if the car isnt level. When i did this service the car was on a lift and straight so should be all good. 

 Originally Posted by **robotvoice** 

I'm guessing the people who overfilled their Haldex didn't have their car level to the ground? I don't see how it would be physically possible to overfill otherwise.

Correct. 

2004 BMW E46 M3cs.
2012 VW GOLF R, 5 Door, DSG, Euro Spec.
IG: 060Motorsports

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sweaty cp ▾

Member

06-25-2015 11:26 AM  #25

DATSUN

Join Date:

Jul 31st, 2012

Location:

mianus, ct

Posts:

758

Vehicles:

'13 RB Golf R

Originally Posted by **O-60Motorsports**

LOL, this is not rocket science. A VW Golf R is a normal car and not a [bugatti](#) veyron or McLaren F1.....

understood on the rocket science part. was just following up on your comment about you feeling the need to check the fluid level again so soon after you changed it out.

APR Stage 1 (full intake v. 3.31) 📦 Unitronic Intake 📦 DG Sigma 6 with TS SSBB kit 📦 H&R rear sway 📦 US Mill Works plate relocation kit & Sound-crap-tor delete

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