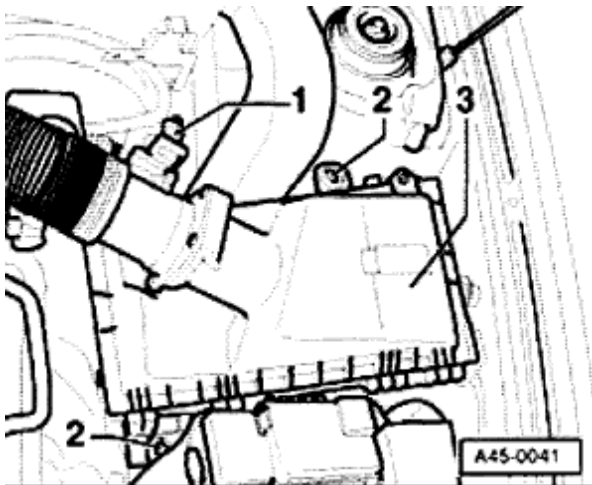


GOLF ,BEETLE , JETTA

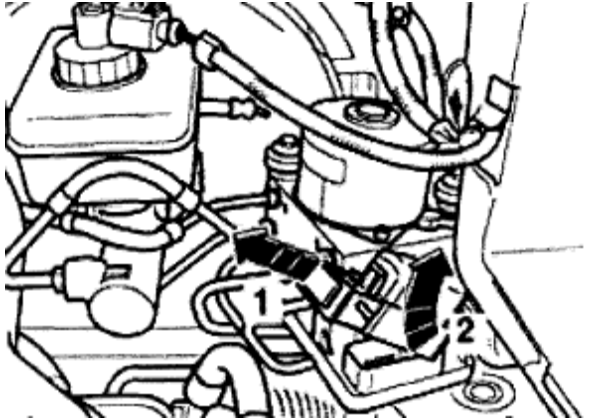
ABS MODULE REMOVAL

Removing

- For vehicles with a coded radio, obtain code.
- Disconnect battery.

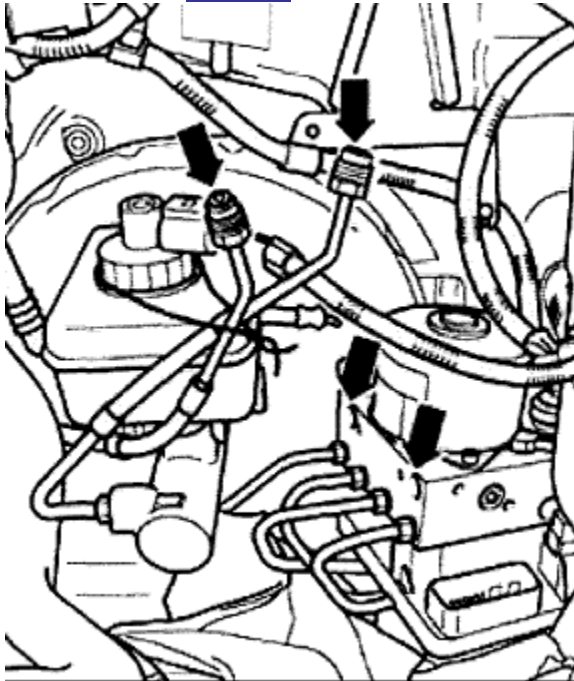


- Disconnect connector -1- of Mass Air Flow MAF sensor from air filter tube
- Remove bolts -2- at air filter -3- and move filter to left side.
- On vehicles with Diesel engines, remove relay panel above brake booster.
- Remove as much brake fluid as possible from brake fluid reservoir using a brake bleeder bottle.
- Insert brake pedal depressor VAG 1869/2 or equivalent.
- Activate brake pedal booster with brake pedal depressor.
- Connect bleeder bottle hose to bleed screw of left front brake caliper and open bleed screw.
- Close left front bleed screw.

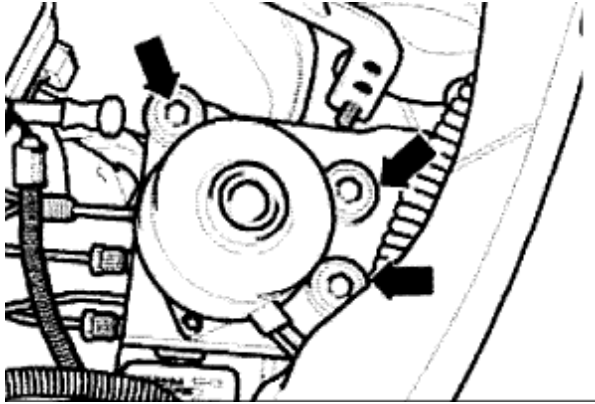


- Release ABS control module connector (arrow-1-) and remove (arrow-2-).
- Place plastic covering under control module and hydraulic unit. Do not use rags.

Note: Do not let [brake fluid](#) enter electrical connectors.



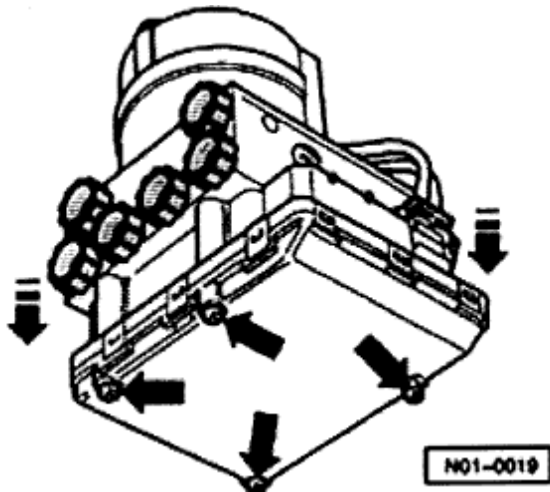
- Disconnect brake lines from hydraulic unit to brake master cylinder (arrows) and suspend with wire.
- Disconnect remaining brake lines from hydraulic unit.
- Seal brake lines and threaded holes (arrows) using plugs from repair kit, Part No. 1 HO 698 311 A.



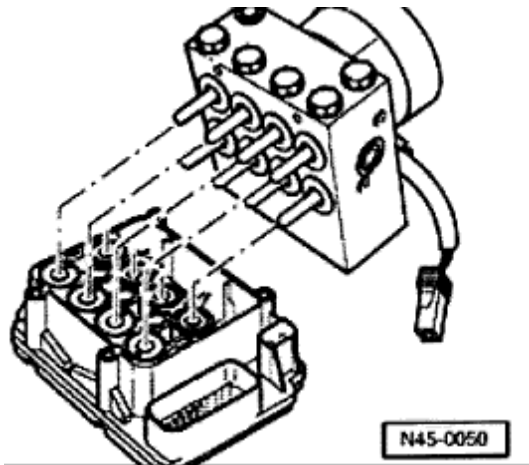
- Remove bolts from bracket for hydraulic unit (arrows).
- Remove hydraulic unit with control module.

ABS control module, removing from hydraulic unit

- Disconnect electrical connector for hydraulic pump motor from control module.



Remove bolts (arrows) from control module and remove control module



Notes:

- When removing the control module make sure that the hydraulic unit valve dome does not contact the control module solenoid valves.
- Cover the control module magnet coils with a plastic cover. Do not use rags.
- After separating the control module and hydraulic unit use transportation protection for the valve dome.

Installing

Notes:

- Only remove the sealing plugs on the new hydraulic unit just before installing the corresponding brake line.
- If the sealing plugs are removed from the hydraulic unit too early, brake fluid can escape. It can then no longer be guaranteed the unit is sufficiently filled or adequately bled.
- When assembling the control module and hydraulic unit, be sure that the hydraulic unit valve dome does not come in contact with the control module solenoid valves.
- Using new bolts, install control module to hydraulic unit. Do not tighten more than maximum **4 Nm (35 inch lbs.)**.
- Re-connect electrical connector for hydraulic pump motor.
- Install ABS unit to bracket.

Note: Hand-tighten bolts at first to make attaching the individual brake lines easier.

- After tightening brake lines, tighten hydraulic unit.
- Continue installation in reverse order of removal.
- Bleed brake system
- Enter radio code.
- Code control module.

Tightening Torques:

Control module to hydraulic unit - **maximum 4 Nm (35 inch lbs.)**

Hydraulic unit to bracket - **8 Nm (70 inch lbs.)**

Nut for brake master cylinder to brake booster - **20 Nm (15 ft. lbs.)**

Brake lines at ABS unit:

Thread M10 x 1 - **14 Nm (10 ft. lbs.)**

Thread M12 x 1 - **14 Nm (10 ft. lbs.)**
Nut to body - **20 Nm (15 ft. lbs.)**
Cap nut to body - **20 Nm (15 ft. lbs.)**