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## 2002 jetta tdi auto to manual swap

· The beginning of the discussion • #1 • June 15, 2012 time to stir up a hornet's nest! I started looking for a donated car that I could get a manual transmission from Toka Abbey that wouldn't happen tomorrow or even next week, but, if I could find a devastating note with a good transistor in it, I might pull the trigger early. I plan on chipping him and install ing esteine eventually so I know a claw will be needed for fever as well as some other disc. The question is? What should I buy as a donor car to replace 01M in my ALH Beetle 2002? Any year 1.8 turbo 5 speed work? Will you necessarily come from TDI just so you can swallow all that extra low end torque without slipping? I'm saving for the swap already as Abbey Stuka has 137,000 miles on it and I know this will be one of these days. May as well try and get ahead of the main drive train issue for once! Thanks Chuck Cummins · Hey Chucky you don't have to confine yourself to cross from NB just. Golf and a jetty of the same vintage will work as well and have the same proportions as the NB Guide. For speed 5, the main tansmission codes are EBJ and EGR for suitable diesel ratios. EGR being the latest of the two. VW Tranny chart code gives a chart of different transmissions with applications and ratios. While the 5-speed gasser will work, gear ratios will have you minnow snare snare swaying the highway speed. Check TDIclub.com want ads. There are usually complete sets for sale there of guys who upgrade to speed 6. The clutch will depend on what HP and other upgrades you seek. You may also consider speed 6 especially if you happen to spend a lot of time over 70mph.. I have installed a number of them now that You have ordered and delivered from the UK. These transmissions are 02M with DRW, EFF, ERF, FMH codes and come from European TDI and so proper gear ratios. Ryanup is the one he communicates with in tdiclub.com it's a class act and his word is gone. I've done 2 cars (golf and jetta) into manual swaps and 3 5 to 6 swaps in bugs. I wrote a complete howto on tdiclub.com that can be found if you are looking for a boertje. Howto is for cars to swap a guide whether the guide is 5 or 6 speed including wires and computer settings. Hope that helps. · Discuss the beginning • #3 • June 17, 2012 Wow thank you very much for the information. I really want to have before this big failure and haven't found the right people at the TDI club yet. It has saved me a lot of time and it is not out of the question for me to get her out of the state to do it too always interested in a good road trip. New things to see, new things to buy. I will keep you posted. Again, thanks to Chucky Bunch · You'll definitely want Trans TDI. Check out how to swap on the TDI Club myturbodiesel.com. How wonderful a manoeutheis. We've traded on Jetta, and the writing processes, all we need, TDI is easier to exchange since all To do is make some changes via VAG-COM, you do not need a ECU of the donor car. · Smileybug, good point on ecu. Chucky, check with josh8loop on tdiclub.com. It's your south in Port St. Lucie putting my bug 5 speed in his Jetta which was originally a car. It would be good to give you many pointers. · Some of the things you want to be aware of: Recoding a ECU is the easy part. Depending on the ECU year and type you may have to manually wire f36 clutch vent valve to ECU. Some 2003 (late 2003 model year?) cars do not have a physical PIN in eCU, and it must be ordered by Volkswagen and installed in eCU. IIRC was a \$2 part that took a week to arrive at my conversion, but I had all the wires already in my loom - so we didn't have to run an F36 wire. The Kev out there has a device for this, but it's not a big ordeal. Apart from the F36 (which basically cuts the cruise when taking advantage of the clutch); You will need a starting lock, the clutch pedal itself (I recommend cutting the brake pedal and using a rubber cover - volkswagen just tack welded extra metal to the manual brake pedal to get the auto brake pedal extra wide... Otherwise a lot of disassembly will be required, such as dropping most of the steering rack and removing the IIRC steering column). Everything nails, but if you have a belly pan you will need a manul because the car pan has a hole for the bottom of the pan across the cars. The old plastic belly pan just works has a gap in it.... This is still shaking you'll need a V46 clutch set - dual or individual is your choice. Good clutches up to 300ft lb, note that if you use cruise control resume function to pump up your speed by 1mph increments that with most tunes you will be exceeding the torque limit for this setting (by Sax) and eventually make a clutch slip. I shook this setting in two cars and about 100k mile using the clutch was slipping (I choked down the melody and eventually sold the car with the same clutch --- at the 100HP it held on to the search, at 130HP it slipped). Only my experience in this endeavor would you be at a level of 130-150hp with nozzles, a 11mm chubby pump and software. So just be ware of the fact that your Vr6 (and you can get more torqur take a claw it's just going to run you over \$300 this clutch is.... Like \$600...) The clutch is not designed for 200ft lbs below, say, 4000rpm ... And special diesel clutches that cost a lot more. So keep your driving habits in mind while selecting the structure. · There is actually a special tool to remove the brake pedal. No need to remove the steering rack, etc. Luckily Ivan had the tool, so we used it. Easy pie to use. We got the VR6 clutch and G60 flywheel that we put on our Jetta. Very light, but works great. Feel free to shoot any questions my way if necessary. We did swap in our Jetta a few months ago and helped most every step of the way. · My position is on The clutch is that since you're there anyway, spend some extra money and put one in there you can grow up with. On the belly pan, I took a piece of broken side skirt I had and cut a section to fit the car hole and jump into place. Nice, cheap and easy solution. On the first car to swap a guide, what screwed me up was bad information there on the wire process. They had a wire cruise in with a backup circuit. The diagram was OK, the instructions were wrong. By the time I got to swap cars 2, I had it popped up well and therefore committed on paper. Ryanup UK asked if you put howto together from all you've learned so car-born to manual swap howto which is a step-by-step instruction on doing cars to swap manual including wires and VCDS settings. There were many contributors to these pages. page 2 · The beginning of the discussion • #1 • September 6, 2011 anyone can please let me know what to put across instead of via automatic to convert to a 5 speed guide on the 2001 Jetta Tdi 1.9l gls . Can get a shift box and pedal sets and most of everything but no one is 100% on what i use like 1.8t or 02m. Welcometomyturbodies welcome! The important thing is to get a transition from the NI, as the gear ratios are different for gas models. Transmission codes DQY, EBJ and EGR (1998-2003) all have the correct (identical) gear ratios, and differ only in binding (and tower shift). You do well to try to get all the parts (including shift box and cables as well as transmission) from the same car. The DQY is a little more challenging to adjust, and most prefer EGR... There must be a lot of wrecked cars... (I believe that the approximate breakdown in the models is 1998 Note 1999 g/J DQY, 2000-2001 EBJ, 2002 (or late 2001) and 2003 was EGR...) There are a lot of articles out there (especially on TDIclub) about conversion... Here's one: all the best, Yuri · Smart step, with a guide you will get more life than your TDI engine and will be cheaper to maintain. I got mine with 161K with a manual cross, if it's a car with that mileage I wouldn't even look at it. (Initially a technology article published by me on TDIclub forums that can be read here) the client was hired to convert the Automatic TDI Golf into a 5 speed guide, and the transmission failure and replacement cost was very high compared to turning the car into a manual – which I did! I don't think this is really a DIY swap (although I'm sure more of the hands than you can do that hands down with a bit of time) but I just did one of these and Wanted to report on things to watch and your contraptions know what it involved. The car was the 2006 MK4 Golf TDI PD with 5-speed automatic and ABS (which is rare), has been converted into a guide. The list below can also apply to ALH cars BTW. Parts/tools needed: \*VCDS/VAGCom to re-encode/diagnose install\*wire scheme \*manual transmission\* manual transmission link \*switch\*clutch\*manual manual \* manual manual \* manual wiring \* manual arc transmission to mount and nails \* Drive guide \* transmission guide \* transmission guide VSS (car speed sensor) and sensors and pigtail \* reverse switch guide and pigtail \* all screws to transport bellhousing including starter screws (all different on 5 PD auto speed – some may be the same on ALH) \* Master and Abdul Cylinder Line along with a rubber hose from the main brake to the clutch master \* Guide P/S high pressure line (can be done without but it will look/fit like feces) and oil \* brake pedal guide (and a special tool to separate the rod brake booster from it) \* Claw pedal assembly (with Bracket to connect the assembly to the brake pedal/mass gas pedal) with nuts (M8) and clutch doss spring return/stopper \*MK4 TDI/2.0L axles \* passenger side heat shield/bolts for axle if you like me and want to look Oe. \* Downpipe collar and exhaust sleeves (if you if rusty) you will need to remove downpipe to replace automatic switch-to-manual link \* ECM stations to add vss signal/ clutch signal to ECM (more on this later) \* clutch key (for start interlock) connector \* clutch switch (I cruise control) and pigtail connector \* clutch tangle relay (#53 relay) \* shift Boot/clamp and plastic ring at the bottom of the boot (to hold the boot to trim the plastic for the car) \* guide instrument set or open the block and put a piece of electric tape on the prnds display window \*\*\* maybe other stuff, I edit later if I remember something obviously that the transmission must be removed along with the drive plate, downpipe needs to come out and remove the thermal glass to reach the switch link. Swap on the switch link for manual and re-install the exhaust. Install the clutch set and reinstall the manual transmission along with matching screws. Replace the P/S line from automatic to manual along with mount transmission (3 mount bolt on automatic, 2 bolts on manual with different spacing) now inside remove and ignore the cable from the automatic shift link going to the steering column (just a clip on the lock housing) this cable prevents you from removing the key if not in the park. Cut the brake pedal from the booster (a special tool required for this – you can make your own with a u-bolt bracket cut in half) once you cut remove the bolt for the pedal and slide it, reinstall the brake pedal manual transmission (I had to loose the booster to give me enough space to put it back on) clip the pedal back to the booster you will see that there is a piece of carpet that you can only remove and stud stomp to install the manual transmission pedal block To show, the plug can just be pushed out of the main cylinder and you are ready to install the master/pedal. Install the main cylinder/line and slave to move and connect the rubber hose from the claw master to the nipple on the main brake cylinder tank (just cut the end of the nipple and the oil will flow to the clutch master) – clutch drain – VW procedureis is 10 pumps and then use bleeding pressure bleeding so no air is left. Now comes the fun part, making the electric side of the parking action / reverse interlock sequence prevents the 12+ signal from going to the beginning unless the car is in the park, look at the wiring scheme, the same plug/wiring can be used but the one with you will need to be on the ground, install the relay #53 in exchange for the 175 relay that is on the car now. You will need to

paste in the clutch switch to relay #53 to prevent the car from starting unless the clutch pedal is depressed – safety concern – and this must be done! You can use existing auto transistor wires to send a reverse light switch signal for reverse lights to come reverse in the post, and there is power in harnessing selected wires and reverse wires can be used to create your own pigtail with reverse link. The wire is intercepted by relay 175 – you will need to paste 2 wires together to get the power going to the reverse lights. You have to create your own VSS signal harness, gets it power/ground from the T14 connector on the driver's side next to the battery, then the signal is needed by the mass and ECM – the mass to show the speed and ECM cruise control to work. Finally the clutch switch (for cruise control) needs to be wired in ECM so it is known to start monitoring the cruise when the clutch is involved - safety concern – this needs to be put on ! It saves 12v+ to ECM when you press the clutch, you can check if you are wired right with VCDS in MVB 006. You will need to use the ignition signal (12v switch). Your ECM code to guide (VCDS will show you the correct number to enter) you will get errors for low and heat radiator glow relays plugs (which you don't have since the car was cars and never had them) a good tuner (like Malone tuning) will be able to erase those malfunctions for you from eCM memory. You will need the ECM to be encrypted to the manual if you want to control the speed running properly, the ECM will not use the clutch switch in cruise control if it is not encoded to the manual. I personally chose to leave TCM in place because there is power going to it, putting someone with time can manually remove the wires (part of the eCM wire harness), make this really a clean installation, I also need to know which fuse give power to TCM (but I think there is no fuse just for TCM) in my case this car was also throwing ecm incorrectly encrypted error in (which i think this is a rare ABS ESP unit equipped with a device), I am currently working with Ross Tech to find To make it go away, ABS does not work even with this error - it does not light up the MIL ABS light though. Reverse light work confirmation (you should only work with the key on), the car should not start unless the clutch pedal is depressed and the control should work cruise/disengagement when the pedal is a depressed clutch – you now have to work properly manually equipped

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