

febi 39888, 39890, 45931, 102278, 1003245



To fit:
Volkswagen Transporter T5



EN

Insert shaft

Problem

Clonking noise when pulling away or complete loss of drive.

Cause

The clonking noise - or loss of drive - is due to the excess wear between the connecting splines of the right insert shaft and the driveshaft. With the vehicle raised, inspect the area of the right-hand driveshaft. Rust stains can usually be found between the insert shaft and the driveshaft due to a lack of lubrication. As a result, the splines of the shafts will have become very worn and will no longer mesh together to drive the wheel.

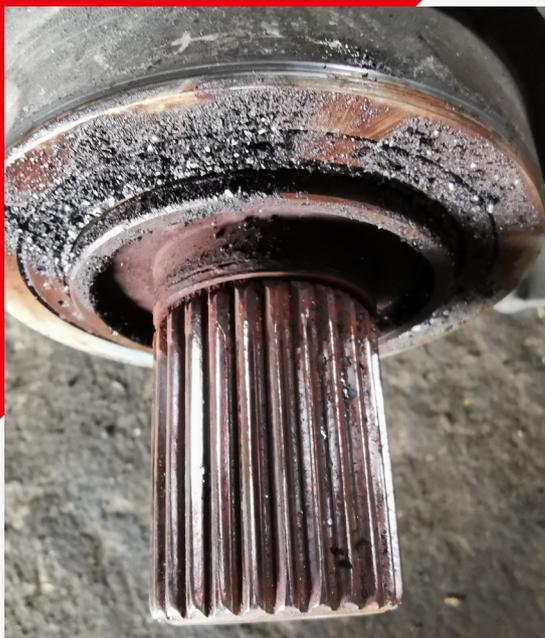
In addition, the grease applied to the joint - when the vehicle was first manufactured - can leak or dry out over time. Failure could have also been caused during the removal and repair of the transmission if fresh grease had not been applied to the connecting splines during reinstallation e.g. during a clutch replacement.

Example pictures below of the worn driveshaft and insert shaft.

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Solution

Drain the transmission oil and remove the right-hand front wheel. Remove the worn driveshaft and inspect.

Using a suitable counter hold tool - to stop the insert shaft from turning - loosen the retaining bolt.

Remove the insert shaft from the transmission and inspect for any broken parts (Note: it is common for the brass ring to fracture causing remains to be left inside the differential). Remove all broken metal fragments, as necessary, then remove the driveshaft oil seal.

Apply a high temperature multi-purpose EP grease (21909) to the new seal, filling the space between the sealing lips before installing. Once installed, insert the new insert shaft into the transmission and tighten the retaining bolt to 25 Nm (5-Speed 02Z Transmission) or 35 Nm (6-Speed 0A5 Transmission) using a suitable counter hold tool.

Note: for the 5-Speed, febi shaft oil seal 180889 is suitable. For the 6-Speed, use febi shaft oil seal 182090.

Fill the transmission with fresh oil, of the correct grade, to the level required.

Apply a high temperature multi-purpose EP grease to the mating surfaces of the insert shaft and driveshaft. Then install the new driveshaft assembly and tighten all fixings to the manufacturer's recommended tightening settings.

For more technical information please visit: partsfinder.bilsteingroup.com