

Volkswagen Cabriolet DIY Guide

Replacing the Oil Pump

Tools needed:

- Jack and jack stands
- Socket wrench
- 10mm & 13mm sockets
- Socket extension
- Socket swivel adapter, or 10mm swivel socket
- 19mm wrench or socket
- Oil filter wrench
- Torque wrench, if possible
- Cleaner (Simple Green, liquid soap, etc.)
- Scraper
- Quart-size container
- Paper towels and/or rags
- Oil drain pan
- New oil plug washer
- New oil filter
- New oil (4.2L)
- New oil pump (if upgrading to a larger pump, you'll need the longer bolts too)
- New oil pump baffle
- New oil pan gasket (if using a cork-style gasket, you'll need some RTV sealant as well)
- New oil pan/sump (*optional*)

Photos outlined in [blue](#) are courtesy of "Black_cabbie" of VWvortex.com.

Step 1



Jack the car up and support it with jack stands.

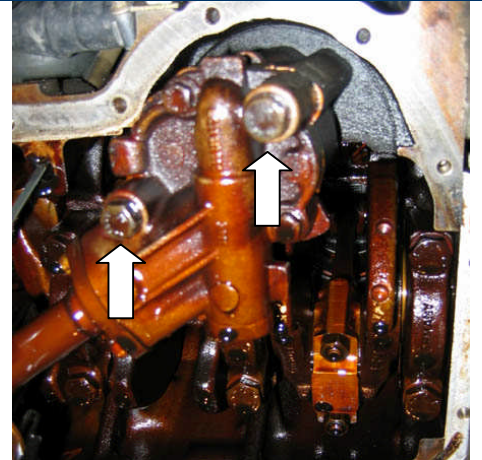
Step 2



Remove the 19mm oil pan drain bolt and allow the oil to drain.

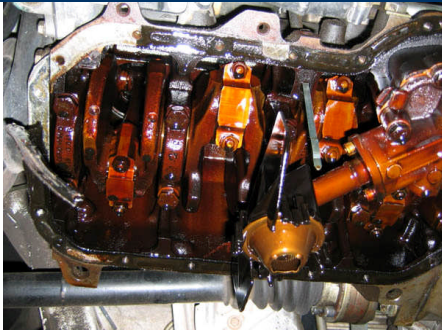
Once the oil has finished draining, remove the 10mm oil pan/sump bolts (the extension and swivel adapter, or swivel socket will be needed for the two bolts between the pan and the transmission) and remove the oil pan/sump (a tap with a mallet may be necessary). Pour any remaining oil into your drain pan.

Step 3



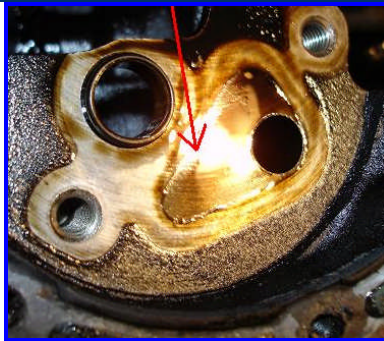
Remove the two 13mm oil pump mounting bolts and pump. Keep one hand on the pump as you loosen and remove the second bolt to prevent it from possibly dropping on your head.

Step 4



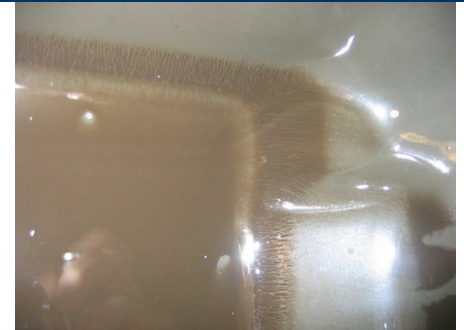
Scrape and/or wipe clean the mounting surfaces on the block and oil pan. If this is the first time the oil pan has ever been removed, the original gasket and sealant will be stuck to the block (as seen in the photo) and oil pan; all traces of the old gasket and sealant must be removed.

Step 5



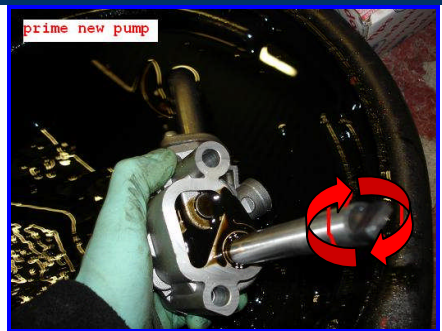
Wipe clean the entire oil pump mounting surface.

Step 6



If reusing the original oil pan, clean it first with a degreaser and let it dry. While you're at it, clean all of the mounting bolts and the drain plug as well.

Step 7



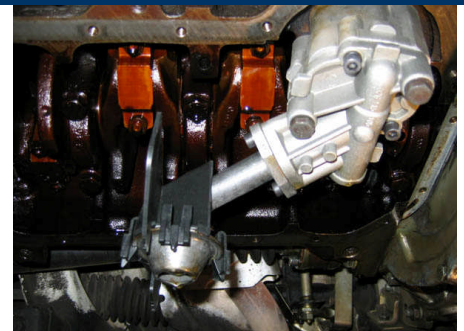
Prime the new oil pump: Pour some of your new oil into the quart-sized container. Dip the pump's pickup into the new oil and rotate the shaft clockwise by hand until oil spills out of the top of the pump.

Step 8



Keeping the primed pump upright, install the new oil pump baffle (use your old pump assembly as a reference; your baffle may differ from the one shown).

Step 9



Install the new oil pump using the cleaned-up, old 13mm bolts; if installing an upgraded larger oil pump use the new, longer mounting bolts you bought at the same time as the pump. Torque the bolts to 20 Nm.

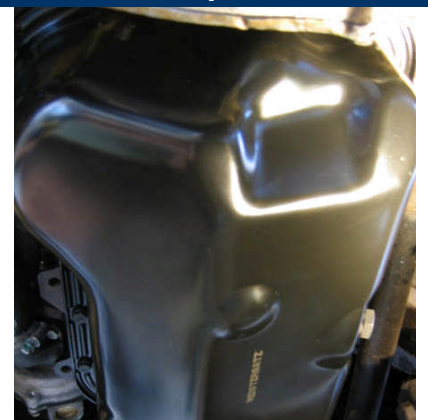
Step 10

Place a new washer onto the drain plug and install the drain plug into the oil pan/sump. Torque to 30 Nm.

Step 11

Install oil pan/sump gasket: If using a rubber gasket, no sealant is needed (except for the bolt holes, but that is an option, not a requirement); simply lay it in the correct position on top of the pan/sump. If using a new cork-style gasket, place a few dabs of sealant onto the block and seat the new gasket onto the block; then, apply a 1/8-inch bead of RTV sealant to the oil pan/sump mounting surface and inside the bolt holes.

Step 12

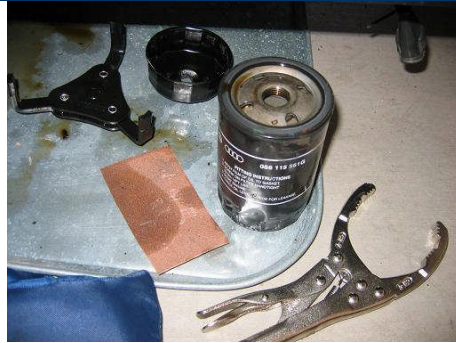


Lift the pan/sump into position on the block and re-install the 10mm bolts; **hand-tighten only** at this point!

Step 13

Now, tighten the oil pan bolts in ¼ turn increments to the torque of 19-20 Nm. Start at the bolts closest to the center of the pan/sump and work out in a cross-hatch pattern. Do not over-tighten them or leaks will occur (this is especially true if using a rubber gasket).

Step 14



Remove the old oil filter (counterclockwise as viewed from below).

Step 15

Wipe clean the oil filter mounting flange.

Step 16

Fill new oil filter with new oil.

Run a thin film of new oil around the filter's gasket.

Install new oil filter: Turn it by hand until the gasket contacts the mounting flange, then turn it another ¾ turn to tighten it.

Step 17

Refill the crankcase with approx. 4 quarts. Use the oil dipstick to check the level as you approach 4 quarts.

Reinstall the oil cap and run the engine for 3-5 minutes, check for leaks, stop the engine and recheck the oil level (add oil as needed).

* * Remember, **you** are responsible for working on **your** car; Cabby-Info.com, VAG, VWoA, or anyone else are not responsible if **anything** goes wrong while **you** are working on, in and under **your** car!
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