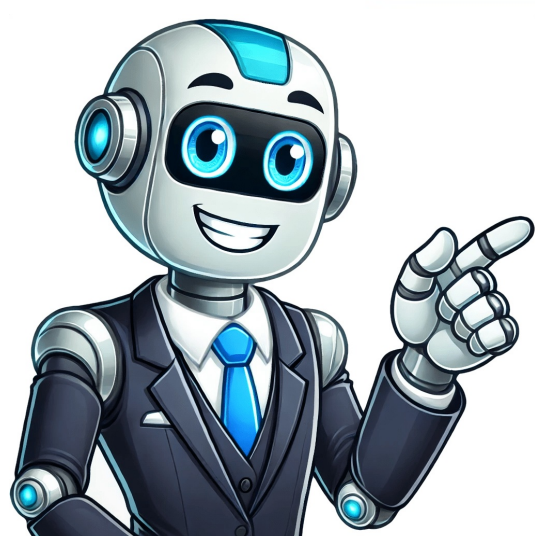


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It will require regular oil and filter changes, just like your engine does.The Haldex oil should be replaced every 20,000 miles and the filter replaced (or internal strainer removed and cleaned if no filter is fitted) every 40,000 miles.The Haldex couplingis a very sophisticated piece of engineering that needs to be looked after with regular oil changes.The coupling is a submerged multi-plate, wet clutch system that engages upon slip and transfers power to the rear final drive. The Haldex Coupling is a separate component from the Rear Final Drive, but is directly attached to it.The system is computer controlled with very fine engineering tolerances. If the Haldexoil is dirty, it will damage other parts and affect performance.Dirty oil can overheat the couplinger cause the clutches to burn out or burn our the Haldex Pump and will lead to loss of rear drive and eventualfailure.The Haldex pump pre-charges the oil inside the Haldex assembly to allow the coupling to engage faster. This part is prone to failure on higher mileage cars or if regular maintenance in not performed. If your pump is faulty, you may experience loss of engine power to the rear wheels due to the pump becoming contaminated with old fluid and no longer activating.Haldex Final Drive Differential This is the mechanical system which provides the drive to the two rear wheels. This uses a lubricating gear oil which according to the owners manual is a lifetime fluid. Many of our customers however choose to replace this oil between 50,000 and 75,000 miles as a matter of preventative maintenance.Generation 1Haldex Oil and Filter Service- Haldex Generation 1 is seen on the Audi TT Mk1, S3 8L, Bora 4motion, and Golf Mk4 4motion as well as a few other models.Generation 2Haldex Oil and Filter Service- Haldex Generation 2 is seen on the Golf MK5 R32, Pre-Facelift A3/S3 8P Quattro and a few other modelsGeneration 4Haldex Oil Service- Haldex Generation 4 is seen on the MK6 Golf, Facelift A3/S3 8P Quattro, TT-RS, Volkswagen Tiguan and a few other modelsGeneration 4Haldex Oilplus optional Filter Service (recommended)- Haldex Generation 4 is seen on the MK6 Golf, Facelift A3/S3 8P Quattro, TT-RS, Volkswagen Tiguan and a few other modelsHaldex 'VAQ' Front Differential Haldex Oil Change and Pump Strainer Clean- Haldex Front Differential is seen on the Front Wheel Drive Mk7 Golf GTI Performance Pack and Clubsport as well as the Leon Mk3 Cupra This site offers basic functionality without JavaScript, but do expect a degraded user experience. If you have a 4 Wheel Drive car; whether its an Audi TT Quattro, an Audi S3, a Volkswagen Golf 4motion, or a Skoda Octavia 44, the likelihood is that your car uses the Haldex four-wheel drive system. That means you should book a Haldex oil change regularly.Why do I need a Haldex oil change?Unlike differential oil, which lubricates, Haldex oil is very specific and encourages friction between the surfaces of the multi-plate clutch setup. This friction causes particles of friction material to build up within the oil.Your 4-wheel drive system is designed to run with this oil specifically and, most importantly, it cannot run unlubricated. The Haldex pump provides oil pressure, which helps the clutches activate rear wheel drive when required. Without this, you could get into trouble off-road. If the filter or oil strainer clogs up, the oil could become dirty and ineffective.When should I book a Haldex service?A Haldex oil change/service should be carried out every 20,000 miles for best results. However, this can change depending on the model and age of your vehicle. For vehicles without a filter, this may mean booking a Haldex service every 10,000 miles. Please call us with your registration number in order for us to confirm which servicing schedule your vehicle requires. Haldex Differential Servicing and 4motion Servicing at Volks WorkshopGeneration one Mk1 Audi TT, S3, Mk4 Golf / Bora, 4motion, Skoda Octavia and other early modelsOil + Filter 90Generation two Audi A3 / S3 8P Quattro Models (Pre facelift) and Mk5 Golf 4motion such as R32 and TDI and some Skoda modelsOil + Filter Change 110Generation Four Audi A3 / S3 Audi TT Quattro Models (Facelift) Mk6 Golf 4motion and some Skoda ModelsOil Change 75Generation Five Audi A3 / S3 8v Quattro models, VW Golf 7 R 4motion, Skoda Octavia and other modelsOil change including haldex pump removal and cleaning of the oil strainer 89If your not sure on what Haldex generation you have and would like a price for servicing just call us on 01253 821971 and we will be glad to help you.Interested in finding out how the Haldex system works ? Check this video out on the Gen five version[wpseo_map max_number=undefined width=400 height=300 zoom=-1 map_style=roadmap scrollable=1 draggable=1 show_route=0 show_state=0 show_phone=1 show_phone_2=1 show_fax=1][wpseo_address show_state=1 show_country=1 show_phone=1 show_phone_2=1 show_fax=1 show_email=1 show_logo=0][wpseo_opening_hours show_days=sunday,monday,tuesday,wednesday,thursday,friday,saturday] Old or dirty oil can cause overheat, burnt out clutches and a damaged pump, all of which are not only dangerous worries, but costly too. Luckily, our certified specialists are on hand to offer a comprehensive solution, flushing out the old and replacing it with a fresh batch to keep your vehicle ticking along smoothly. I'm new to AWD, my 2016 XC70 D5 geartronic AWD is my first AWD car of any make, but not my first Volvo I tend to keep my cars a long time and to do this successfully I'm fastidious about running on clean oil / fluids. Is there a recommended time / mileage to service the Haldex ? Any idea what it costs at a good indl ? Frank, I've just done mine myself on my XC60 D5 (2014). Not sure if yours will have same unit. But I was 44.00 for the oil and took about 1.5hrs to complete. Most of that time was cleaning the parts when off the car. So I'd guess an independent should be less than 150 ? Hi Frank. I have a 2009 XC90 that I plan to keep for a while yet; mileage now 208,000. I was hearing faint bearing noises from the rear. I had used the local dealer up to now. They pronounced that I needed a new Haldex unit; that'll be 3,400+ thank you! No Thank You! I have finally found an experienced local independent whose philosophy is repair where possible. He had a careful listen with a stethoscope and said that the noise was from the differential. This has proved to be so, and the old differential fell apart when he was getting the gears out, suggesting a hairline crack that might have gone any time. The Haldex unit was fine, and he changed the oil and filter. Anyway, the point of the post is that he says that Volvo have no schedule for servicing Haldex units. He says this is crazy as the oil gets dirty over time and loses efficiency. He says that the Haldex units should be serviced every 50,000 miles, with a filter and oil change. This makes a lot of sense. Regards, John Thanks John, you sound like a mine like me regarding maintenance Haldex Filters and Oil Hi The Haldex unit needs to be serviced on a regular basis. I think that later Volvo' s use the Haldex Gen V5 and there is no filter therefore requires a more frequent service about 12 to 15k. Its quite easy on this model as there is no filter just undo the pump and let the oil drain out, there is a small plastic gauze that needs to be cleaned. On older models they have the Haldex Gen V4 this does have a filter and it is a little harder to remove the haldex pump,it also requires a new filter.The service can be left a little longer about every 40k but care is needed when refilling the Haldex as about 70ml needs to be removed after filling. If you use your car for heavier work such as caravan towing the Haldex works harder. This is only my opinion about Haldex but I believe prevention is better that cure. There is also a good video on youtube that clearly shows both the 4 & 5 being serviced. There is a guy in Kidderminster who offers a drive in Haldex service for 180 including VAT. Richard I too am all about preventative maintenance and so this sounds like good sense. I'm guessing my late 2010 XC90 (2011MY) has a Gen 4 coupling. My local main dealer said this: The Haldex coupling is a non service item however the oil can be replaced and the gauze filter cleaned for 226. I believe many VAG models have the same coupling with service intervals between 20k and 40k miles. What's the deal with Volvo and the huge bill for a little oil and some labour? Is it the case that the design of the car makes the coupling a bitch to get at and most of the labour is for taking things apart to get to it? I may ask my indie what he thinks. BTW whilst I was asking about Haldex I thought I would enquiry about an ATF flush and replace. That was even worse at 442. I have a 2012 XC90 approaching 100k that has had a fluid change at 70k. I wish to change the oil and filter both of which were not expensive at around 50 from Volvo. I think the issue is getting the prop shaft off and removing the assembly etc. Having changed the cambelt, water pump etc myself the idea of doing the haldex unit looks complex to me..... Originally posted by XC90Mk1 View Post I have a 2012 XC90 approaching 100k that has had a fluid change at 70k. I wish to change the oil and filter both of which were not expensive at around 50 from Volvo. I think the issue is getting the prop shaft off and removing the assembly etc. Having changed the cambelt, water pump etc myself the idea of doing the haldex unit looks complex to me..... I accept my experience is with P2 V70 2004 AWD, and not later model Haldex. However, my reading and take on the Haldex "service" is that the more modern the vehicle, and therefore the Haldex unit , the easier the service is - specifically changing the filter. The issue is to get the seized torx? bolts out of the filter. On my car you need to reduce the length of your torx bit and use 1/4" sockets to make enough room to withdraw the bolts and this way although fiddly, the prop shaft remains in place. You also need to reuse the original filter cover, as the new filter cover is a different design and cannot be installed when the shaft remains. Oil replacement again on mine was very simple via a single access point, sucked out with a "mitty" or similar or just a long thin plastic pipe. NB blow through the pipe before withdrawing the old oil to disturb as much sediment in the haldex unit as possible. After refilling (I used a meter+ long pipe and filled via a funnel at the NS door) to the level of the hole I withdrew 100ml as I had read about issues if you did not. If you have done a cambelt change you can do this. I started but failed due to seized filter bolts, and a cambelt change scares me. Cheers Bob 2023MY V60 Plus PHEW 2015MY V70 D5 2004 V70 AWD R now sold 2002 V70 T5 SE now sold Afternoon, I looked many time in Vida and no info about the haldex maintenance. No info at all about it. I like to think oil need to be changed to have a longer components life. I changed the oil on mine S80 AWD. I was surprise au clean the oil was (74K). I guess it was done before (maybe not as the AWD was not working). You need to remove the propshaft bearing carrier and then the disconnect it from the haldex unit flange. After you need to remove the flange (depend if you have enough space to remove the pump).After that you can access the pump. Changing the filter is really easy. However remove the pump was really hard. The pump was litteraly welded ! I changed the pump seals (cheap oring seal when you know the size with VIDA). Installation is not to bad. You need a tool to hold the flange when you torque the nut (150Nm). You need some good tool and extension as the CV joint bolt on the top can be difficult to access and torque. Hope this help. Originally posted by GusGecko View Post Mine was changed this morning haldex 5 - 2015 xc60.See before and after pics - this is the first time I've changed it after 73k miles. - despite asking Volvo directly and the dealer if it needed to be done - they both said it doesn't.....I think these images show otherwise! Without a doubt, the right thing to do and looking at the state of the pump filter, you can see why these pumps fail. Am I right in thinking that Haldex 5 doesn't have a separate filter ? If not already done, I would change the gearbox fluid now with that mileage on. A bit spent now can save a fortune later. On my 07 XC90, I've just done Haldex + filter (to the same extent as you) then rear diff oil, angle gear oil and several gearbox sump dumps. Each one of them was filthy. Last edited by S60D5-185; Nov 24, 2019, 09:11. Do the right thing. It will gratify some people and astonish the rest. Mark Twain 2007 Volvo XC90 D5 SE Geartronic Gus - When you changed you haldex fluid did you do a number of fluid changes or just a drain and replace? If it was just the latter, I'd bet a pound to a penny your fluid is still manky. < The colour of your drained fluid resembles the colour of mine when I drained it. I did not need my car for a couple of days so I left the fluid standing overnight and then re-used the upper syphoned liquid and new fluid to "wash out" the haldex unit. I did this a total of about 6 times (I used about 2 litres of new fluid + the best of the rest fluid) and it took this number of washes/flushes to get a reasonable coloured fluid out of the haldex. Each time I blew through the plastic tube I was using to drain the Haldex to disturb as much sediment as possible. Additionally when the Haldex was filled did you remove 100ml? It might not be necessary on the modern units, but it was certainly a recommendation of owners for the P2 cars. Cheers Bob 2023MY V60 Plus PHEW 2015MY V70 D5 2004 V70 AWD R now sold 2002 V70 T5 SE now sold The haldex oil + the filter just replaced on my 2011MY XC70 D5 also with the differential fluid. The whole price was about 120 euros with volvo OEM haldex oil + filter and Liqui Moly SAE 80W GL-5 for the diff. The rear diff oil was kinda dirty. However I have a question regarding the proper oil level of the Haldex: If we check the the DIY video of Volvoswedded in youtube, he said the we have to extract 40 ml to set up the correct level after the top up. I also checked this on VIDA but there is no record to remove/extract 40ml, just top up and that's all. When I changed the vehicle profile in VIDA to 2008 XC70 I found that there is an article about this. it's strange because both model year 2008/2011 have the same GEN4 Haldex unit. The proper level in the differential unit is -50 ml after top up. Last edited by vogron; Nov 26, 2019, 10:51. Originally posted by 100K+ View Post Gus - When you changed you haldex fluid did you do a number of fluid changes or just a drain and replace? If it was just the latter, I'd bet a pound to a penny your fluid is still manky. < The colour of your drained fluid resembles the colour of mine when I drained it. I did not need my car for a couple of days so I left the fluid standing overnight and then re-used the upper syphoned liquid and new fluid to "wash out" the haldex unit. I did this a total of about 6 times (I used about 2 litres of new fluid + the best of the rest fluid) and it took this number of washes/flushes to get a reasonable coloured fluid out of the haldex. Each time I blew through the plastic tube I was using to drain the Haldex to disturb as much sediment as possible. Additionally when the Haldex was filled did you remove 100ml? It might not be necessary on the modern units, but it was certainly a recommendation of owners for the P2 cars. Cheers Bob Bob, when I did the Haldex on my XC90 (Haldex 3) a couple of weeks ago, I had the rear of the car raised high on ramps and after sucking the old oil out via an electric pump, I removed the Haldex pump, the filter and the pinion oil seal so as a result got a fair amount more out even after I had finished sucking it out. The pump filter mesh was filthy as was the oil and the separate filter. I cleaned the pump, fitted a new filter and refilled with fresh oil but my intention is to drain and fill at least a couple more times in the very near future as I'm certain that you are correct about the probable colour of the oil now in the Haldex. I'll update once I do it re colour of the recently filled oil. Do the right thing. It will gratify some people and astonish the rest. Mark Twain 2007 Volvo XC90 D5 SE Geartronic Originally posted by S60D5-185 View Post I removed the Haldex pump, the filter and the pinion oil seal so as a result got a fair amount more out even after I had finished sucking it out. The pump filter mesh was filthy as was the oil and the separate filter. I cleaned the pump, fitted a new filter and refilled with fresh oil but my intention is to drain and fill at least a couple more times in the very near future as I'm certain that you are correct about the probable colour of the oil now in the Haldex. When I checked out my V70 AWD R I did not remove the prop, so I was not able to remove the pump due to the prop shaft blocking access/removal nor the filter due to filter bolt corrosion, and VERY limited access. I was thus forced to clean the unit as best as possible, hoping in the unlikely event that "cleaner fluid" running through would somehow remove some of the crap that had built up in the pump + filter. How successful this has been is debatable, but the AWD is still functioning. Its the 2004 1/16 rotation before activation type. Cheers Bob 2023MY V60 Plus PHEW 2015MY V70 D5 2004 V70 AWD R now sold 2002 V70 T5 SE now sold

How often should haldex oil be changed. Haldex oil and filter change. What is haldex oil change. How much oil does haldex take. How much to change haldex oil. Haldex filter change.