

## **Exhaust flap (CBEA) (same on 2009 to 2014 model cars)**

### **Introduction**

Pretty simple to change

P047f and P048a are engine error codes I saw via VCDS which caused a MIL (check engine light)

The 2009 and later, CBEA and CJAA engines come with an electric controlled exhaust flap (J883) used for nitrogen oxide cat regeneration. not used for DPF regenerations.

I had a letter which said VW would replace up to ten years or 120k miles, but mine failed at 135k.

Part has had several updates, and the version I installed was the latest version, around \$250 with shipping, including one clamp and the seals. (not sure how I guessed one would break for me, but sometimes you get lucky.) the service manual advises replacing the clamps and seals.

### **Parts**

1K0253691G exhaust system, flap  
1K0253115AE exhaust system, flap gasket  
1K0253725B exhaust system, flap clamp  
are the parts I ordered.

### **Procedure**



Here is a shot of the flap under the car. note the wiring is protected by wrap which snaps together, and the VW exhaust clamp.



first step is to unsnap and unwrap the connector. this fuzzy offering is the wire end. close look at the connector on the new part can help you figure out how to remove. there is a little clip that holds it in.



Above shows the protective wrap unsnapped, and shows the two exhaust pipe clamps that hold the flap assy to the exhaust system. a hex head (allen) will let you loosen up the clamp. once loose the head end will swing out of the clamp. The nearest one in this photo snapped as soon as I put the wrench to it, so you may want to apply some thread loosening agent of your choice (PB Blaster for example) if you plan to re-use the clamp.





Above you can see how the loosened clamp bolt can be slipped from the clamp, and the clamp loose on the pipe. I gave it a little love tap with a chisel and hammer, applied lightly in the direction tangent to the exhaust pipe. (like the I in d, if you get my drift)



with the valve assy removed, you can see the seal. thin sheet metal part. the seal has tabs to hold to the pipe. Had to push the rear side of the exhaust to the rear of the car, but plenty of give in the hangers to allow enough space to pull the flap assy out.

the flap assy is keyed, as are the pipes, to allow only one orientation for proper fit, and to keep the flap in position.

some folks advise lubrication of this part to postpone failure, with some lock lube or other lube which will not gunk up at exhaust part temps.

Torque value on the clamp screw is very light, 7 n-m or 5 ft-lb.

there is an adaptation cycle to acquaint the new valve with the engine computer.

<http://wiki.ross-tech.com/wiki/index.php/P047F/00115>