

Battery Replacement – 2000 VW Golf A4 TDI -- Battery info on next page

Disclaimer: If you follow the steps or information below, I am not responsible for any mistakes, damages or injuries to your properties or self -- vwlogue

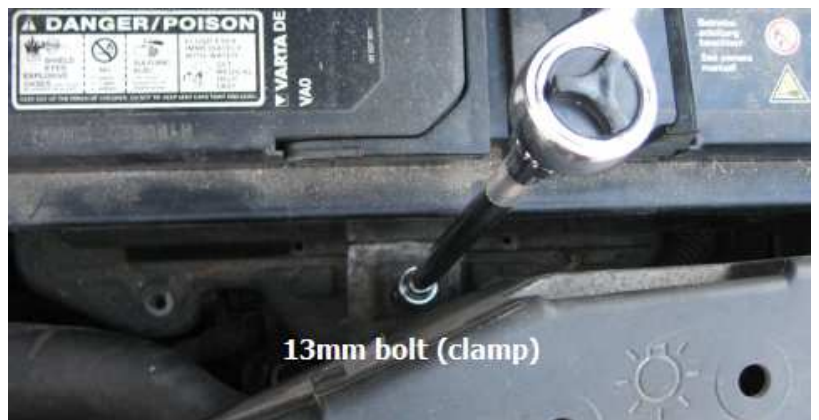
Tools: 10 mm and 13 mm sockets, extension bar, socket wrench, flat screwdriver

Preparation: if you use the odometer to keep track of fuel mileage, write it down first. Also make sure you have the radio code (some models don't need it). Alternatively, plug a 9V battery to the cigarette lighter. Of course, I did none so I won't have an accurate mileage for this tank.

1. Remove the top cover. It is fastened by plastic hooks underneath on the front sides. The easiest way is to pull up the snap hinges in the back.
2. Unclip and flip back the cable/fuse terminal panel
3. Remove the positive and negative cables from the posts (10mm nuts).
4. Move the cables out the way and secure them if necessary.
5. Remove the side cover. It is held by two clips on the engine side, two c-snaps at the rear bottom, and a 10mm nut & bolt.
 - a. Using a flat screwdriver, push in two clips on the engine side.
 - b. Using an extension bar and a 10mm socket, remove the bolt in front.
 - c. Pull up on each side to unsnap the cover.



6. Remove the clamp: using a 13mm socket and extension bar, remove the bolt in front.
7. Lift up and remove the battery.
8. Install the new battery, making sure the battery posts are on the rear side (nearest to the air filter box). Center the battery. On the Deka 694 RMF, there are three small holes in front. Align the middle hole with the hole for the clamp bolt.
9. Install the clamp, ensuring the tab under the clamp goes into the notch on the battery for a secure fit. While tightening the bolt, keep the clamp back against the battery so the tab is securely in the notch.



10. Install the side cover. Push down on the back sides, clip it on the engine side, and then tighten the 10mm bolt in front.
11. Clean the cable terminals. I also used Deoxit just because I have it.
12. Reattach the negative and positive terminals to the appropriate battery posts, and hand tighten the 10mm nuts (I wasn't sure if this would happen on this car, but on my older Golf, the alarm would go off every time the battery terminals are re-attached – right into in my ears. Just in case, I had the key in the ignition – off position).
13. Secure the cable/fuse terminal panels to front clip
14. Replace the top cover.

Battery Info

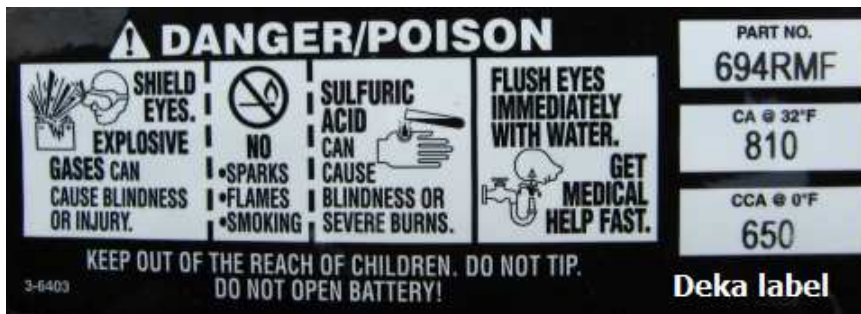
OEM (Varta DE): 1J0 915 105 AG, 650 CCA, 80 Ah, \$99

Important factors:

- **Group 94R** (R is reversed posts, otherwise you might need longer cables)
- **80 Ah (C/20 Capacity Rate)** – this is harder to ascertain from the seller or even the battery label. The Deka doesn't have it on the label, but it is on the specs on their Web site, www.eastpenn-deka.com.
- Warranty (the OEM/dealer warranty was unacceptable – see below)

Replacement options (12/2006 price):

- Deka Exact Fit 694RMF (East Penn Manufacturing), ~\$100
- Interstate MTP-H7 Group 94R (they emailed and told me it was 80 Ah), ~\$160
- Auto Zone Duralast DLR-94G (? Ah), ~\$120
- Johnson Controls make many house brands like Walmart, etc. (Interstate is made by them too).
- Optima Red Top batteries, while favored by some, are not 80 Ah. There are plenty of posts on this subject.



I got the Deka 694RMF from R & R Battery Service in Arlington, VA (703) 524-4994.

Batteries Plus also carries them nationwide.

I chose the Deka over OEM because the dealer's warranty was unacceptable. They would give warranty only if they install it. If there is any problem, I would have to pay for the diagnostic fee before they would replace the battery.



On mine, the label says it's manufactured in Austria.