

instructables

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## **Audi SEAT Skoda VW VAG 2.0 TDI Intake Inlet Manifold Flap Actuator Motor Repair Bracket P2015 Error Fix Kit Install Instruction Guide**



by x8rltd

## **The Problem**

### **P2015 error caused by over rotation of the actuator motor on the intake manifold.**

If your vehicle has a P2015 error it is very likely the main dealer will look to fix this issue with a complete new intake manifold which can cost £700+.

The fault however usually lies with the actuator motor on the intake manifold. There is a small plastic limiting stop on the butterfly assembly within the manifold which this motor operates. This is delicate and inevitably wears and causes the actuator motor (V157) to over rotate triggering the P2015 error or associated symptoms.

Our repair bracket can be installed very easily providing a solid limit for the actuator motor- curing this fault for the life of the vehicle. There is no need to replace the complete manifold / actuator motor which would only fail again.

## **Symptoms of the fault**

P2015, Implausible Signal - MIL ON, VAG 8213, P2002, P2009, P2015, P2017. Engine management light lit or limp mode. Intermittent or constant CEL (check engine light) DTC 2968, 18447, 008213, Intake manifold flap position sensor fault.

## **Vehicles affected and compatibility**

### **Aluminum manifold:**

part number on the vehicle.

Volkswagen Amarok, Beetle, CC, Eos, Golf, Jetta, Passat, Scirocco, Tiguan, Touran and Transporter.

Audi A3, A4, A4 Allroad, A5, A6, Q3, Q5 and TT.

Seat Alhambra, Altea, Exeo, Ibiza, Leon and Toledo.

Skoda Octavia, Superb and Yeti.

Associated part numbers:

Engine codes: CAAB, CAGA, CAGB, CAGC, CAHA,

VAG 2.0 TDI four-cylinder common rail engines 2008 - 2014 with aluminum manifold. Not suitable for V6 TDI or 2.0 Petrol Turbo engines.

Part number 03L129711E with V157 actuator motor only.

Fitment will vary by region. Please check manifold part number on the vehicle.

Volkswagen Amarok, Beetle, CC, Eos, Golf, Jetta, Passat, Scirocco, Tiguan, Touran and Transporter.

Audi A3, A4, A4 Allroad, A5, A6, Q3, Q5 and TT.

Seat Alhambra, Altea, Exeo, Ibiza, Leon and Toledo.

Skoda Octavia, Superb and Yeti.

Associated part numbers:

Engine codes: CAAB, CAGA, CAGB, CAGC, CAHA, CAHB, CBAA, CBAB, CBAC, CBBB, CBDA, CBDB, CBDC, CEGA, CJAA, CMEA.

### **Plastic manifold:**

VAG 2.0 TDI four-cylinder common rail engines 2008 - 2014 with plastic manifold. Not suitable for V6 TDI or 2.0 Petrol Turbo engines.

Part number 03L129711AG with V157 actuator motor only.

Fitment will vary by region. Please check manifold

## **You will receive**

1X CNC machined billet anodised aluminium bracket

1X Stainless steel actuator motor spring.

CAHB, CBAA, CBAB, CBAC, CBBB, CBDA, CBDB, CBDC, CEGA, CJAA, CMEA.

## Our solution

Fit our unique design bracket and cure this over rotation with a hard stop curing this fault for the life of the vehicle.

Our bracket can be fitted very simply usually in under 15 minutes with basic tools. It simply attaches to the manifold actuator motor and stops the over rotation which causes the fault. Many of our customers have purchased as a preventative measure before the motor fails.

Our part limits the motor to the same range as when it was new. Avoid the cost of a complete new manifold and actuator motor this would only fail again and necessitates the removal of the fuel lines which can cause other issues.

No software (VCDS/ VAG COM) is needed for this repair, check out our instructions and videos, after the bracket is fitted the error will clear on its own.

Our bracket is unique in design, CNC machined from billet aluminium polished then anodised Our bracket utilises stainless steel fasteners providing the best solution to this common fault.

We also include a replacement spring for the actuator motor as this can often be lost or damage when fitting the bracket. Fit our bracket quickly and simply and cure this common fault.



## Step 1: Fitting Our Bracket on Aluminium Manifolds

Locate the cast nub just below the actuator ball joint as shown in the first image.

Using a T30 Torx screw driver remove the screw shown which joins the actuator motor to the manifold.

Orientate our bracket as shown, loosely tighten the Allen key head screw so that the top section of the bracket sits square to the lower section of the bracket.

Push forwards on the actuator arm and locate our

bracket on the cast nub.

Keeping the bracket square refit the screw through the bracket top section that joints the actuator motor to the manifold.

Again keeping the bracket square tighten the Allen key headed screw on the bracket.

This completes the fitting, you can test the limit of the bracket by pushing on the actuator arm.





## Step 2: Fitting Our Manifold Bracket in Situ

It is often possible to fit our bracket without removing the manifold from the vehicle. To do this the actuator is removed and the bracket fitted.

Remove the spring fitted between the actuator ball joint and manifold ball joint. Using a pair of pliers or forceps grip the spring and pull loose.

Remove the 3 screws joining the actuator motor to the manifold.

The actuator motor can now be separated from the manifold. The ball joint linkage will remain connected, tilt the actuator motor forwards to release the linkage.





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### Step 3: Fit Our Bracket to the Motor

Push forwards on the motor ball joint and push our bracket on to the cast nub.

Loosely tighten the Allen key head screw keeping the two sections of the bracket square. Fit the motor to manifold screw through the bracket and motor as shown, this will loosely retain the bracket.





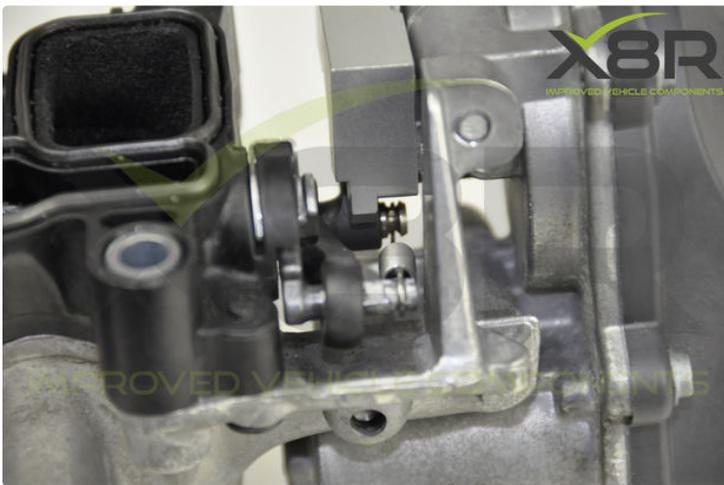
#### Step 4: Refit the Actuator Motor to the Manifold

Push the ball joint from the motor back in to the operating arm from the manifold.

Ensuring the bracket remains square tighten the screw to the manifold that was inserted through the bracket and refit the two other screws joining the motor to the manifold. Tighten the Allen head screw on the bracket ensuring the bracket remains square.

Fit our replacement spring between the motor ball joint and manifold ball joint.





## Step 5: Fitting Our Bracket to the Plastic Manifold

Locate the cast nub just below the actuator ball joint as shown in the first image.

Using a T30 Torx screw driver remove the screw shown which joins the actuator motor to the manifold.

Orientate our bracket as shown, loosely tighten the Allen key head screw so that the top section of the bracket sits square to the lower part of the bracket. Push forwards on the actuator arm and locate our bracket on the cast nub. Keeping the bracket square refit the screw through the bracket top section that joins the actuator motor to the manifold. Again keeping the bracket square tighten the Allen key headed screw on the bracket.

This completes the fitting, you can test the limit of the

bracket by pushing on the actuator arm.

This completes the repair. If you need any further guidance on this install or would like to purchase the parts shown please call us on +44 01843 446643 or email us at [sales@x8r.co.uk](mailto:sales@x8r.co.uk).

Please also check out our instruction guide on YouTube.

[www.x8r.co.uk](http://www.x8r.co.uk) Installation is carried out at installers risk, if unsure please contact us or a professional, X8R Ltd cannot be held responsible for any adverse result of installing this product or any injuries caused by install, if in doubt ask a professional. All images and texts are copyright X8R Ltd 2017.



