
Engine Valve Timing Kit
Diesel 1.4 / 1.6 / 2.0 TDi (EA288) Common Rail (Belt) - VAG



Information

1.4/1.6/2.0TDi (EA288) Common Rail Diesel engines in:

AUDI: A1, A3, A4, A5, A6, Q2, Q3, Q5, TT.

SEAT: Ibiza, Leon, Toledo, Arona, Ateca, Alhambra, Tarraco.

SKODA: Fabia, Rapid, Yeti, Karoq, Octavia, Kodiaq, Superb.

VOLKSWAGEN: Polo, Beetle, Golf, Jetta, Scirocco, Passat, T-Roc, Touran, Sharan, Transporter, Crafter, 1.4.

Diesel Engine: CUSA, CUSB, CUTA.

1.6 Diesel Engine: CLHA, CLHB, CLHC, CRKA,, CRKB, CXMA, CXXA, CXXB, DBKA.

2.0 Diesel Engine: CKFB, CKFC, CNHA, CNHC,, CRBC, CRBD, CRFA, CRFC, CRLB, CRLC, CRMB,, CRUA, CRVA, CRVC, CSUA, CSUB, CSUD, CSUE,, CUAA, CUNA, CUPA, CUSB, CUUA, CUUB, CUUD,, CUUE, CUUF, CUVA, CUVC, CUWA, CXEB, CXFA,, CXGA, CXGB, CXGC, CXHA, CXHB, DDAA, DFLA,, DFLD,DFMA , DFSA, DFSB, DFSC, DFSD, DFSE, DFSF.

Precautions

Always wear safety gear.

Working in a clean and safe environment.

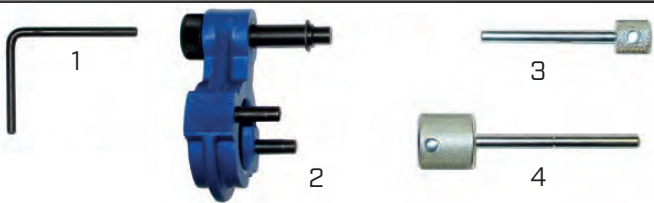
This task should be carried out by trained personnel.

Make sure to consult manufacturers manual.

Do NOT use with air tools.

Information

	Description
1	Auxiliary Belt Tensioner Locking Pin
2	Crankshaft Locking Tool
3	Camshaft/H.P. Pump Locking Pin
4	Camshaft/H.P. Pump Locking Pin



Instructions

Step 1: - Disassemble the engine components in order to remove the toothed belt upper cover.

- Raise the vehicle and remove the wheel and inner body shield, the auxiliary drive belt, belt tensioner and the crankshaft pulley.
- The Auxiliary Belt Locking Pin (1) can be used to retain the Auxiliary Belt Tensioner in position when removing the belt.

Step 2: - Remove the lower toothed belt cover.

- To remove the lower cover on some early engines (MY2012-2013) an 8mm hole must be drilled through the cover 10mm above the lower retaining clip, just below the crankshaft sprocket. It is then necessary to use a small flat screwdriver to break off the assembly guide lug that is moulded on to the back of the lower cover. The lower cover has been modified on later engines, it is no longer necessary to drill a hole to remove the cover as the locking tab can be accessed through the moulded aperture in the cover.

Step 3: - Rotate the crankshaft in the normal direction of engine rotation until the guide peg of the crankshaft sprocket is positioned at approximately 7 o'clock relative to the central bolt.

- Check that the location fork of the camshaft hub is positioned at approximately 7 o'clock relative to the camshaft central bolt (just before it reaches the location hole in the cylinder head). If it is approximately 180 out of position, remove the Crankshaft Locking Tool (2), rotate the crankshaft 1 full turn and check the positions again.

Step 4: - Locate the Crankshaft Locking Tool (2) onto the crankshaft sprocket, ensuring that the sprocket guide peg is located in the recess on the face of the Crankshaft Locking Tool (2). Insert the locking pin into the engine casing.

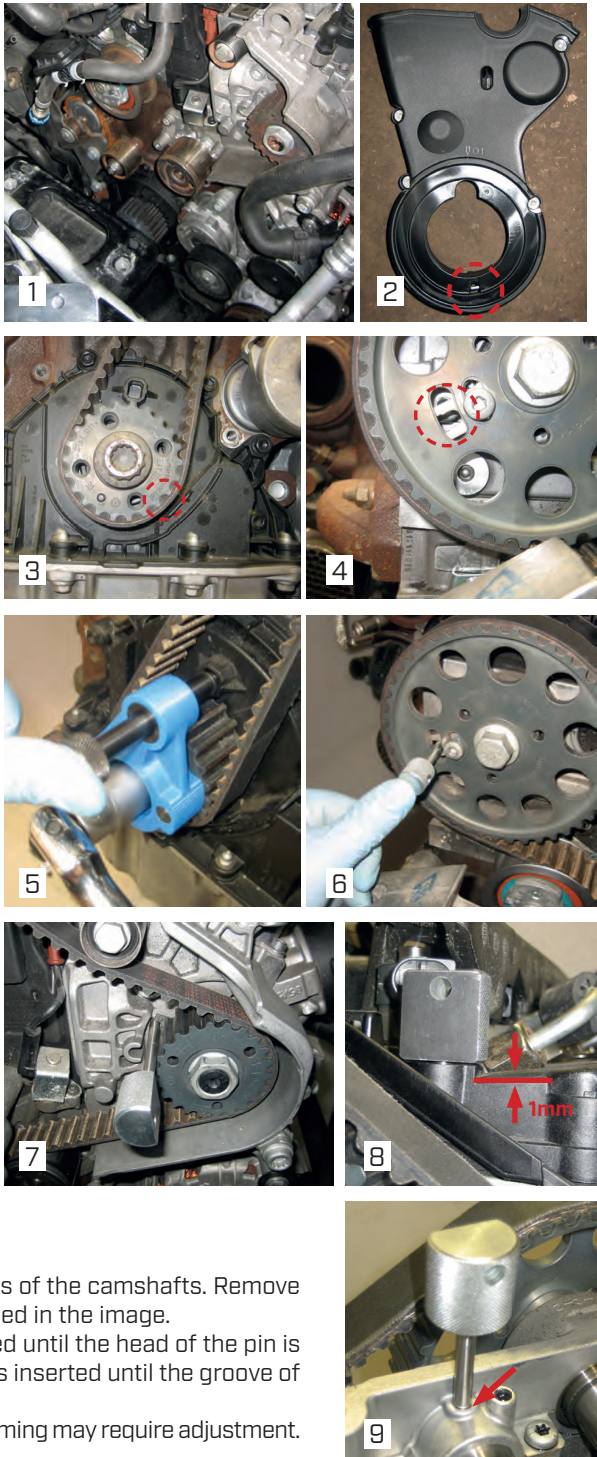
Step 5: - Install camshaft locking pin (3) through the location fork of the camshaft sprocket and into the location hole of the cylinder head. If it is not possible to install the camshaft locking pin (3) into the cylinder head, the engine timing may require adjustment.

Step 6: - Check that the location hub fork of the high pressure fuel pump sprocket is positioned over the location hole of the engine. Install the H.P. Pump locking pin (4) through the location hub fork of the H.P. pump sprocket and into the location hole of the engine.

NOTE: It may not be possible to fit the H.P. Pump locking pin if the hub fork is slightly out of alignment. Misalignment of 1-2mm at the H.P. Pump hub is not detrimental to the operation of the engine & is acceptable.

Step 7: - The locking pin may also be used to check the relative positions of the camshafts. Remove the blanking plug situated above the camshaft, insert the pin as described in the image.

- If the plastic camshaft cover is fitted, the locking pin should be inserted until the head of the pin is 1mm above the cover. If the camshaft cover has been removed, the pin is inserted until the groove of the pin is aligned with the modular camshaft unit.
- If it is not possible to correctly install the setting/locking tools, the engine timing may require adjustment.



Warranty

If you are unsure on how to use the item please contact us. If it were to fail due to a manufacturing fault or poor workmanship we will repair or replace it. Please contact your local dealer in the event you need to send the item back. You can also make a repair/replacement request on our website and download & complete the form online. Normal wear and tear along with misuse will void any warranty. Consumables are not covered under warranty.

www.welzh.com

Limited **12 month** warranty



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