

**Noise from the timing belt drive, timing belt jumps or is torn, engine damage.
Timing belt kits CT1168K1/K2/WP1/WP2/K6PRO/WP8PRO.
VW, Audi, Seat, Skoda 1.4–2.0 TDI common rail, EA288**

Problem:

Noise from the timing belt drive, timing belt jumps or is torn, stop tab on tensioner pulley cracked or broken off (**Fig. A**). Signs of high surface load on the back of the belt (**Fig. B**) and on the running surfaces of the pulleys. Defective/blocked pulley bearings.

Cause:

When tensioning the toothed belt drive, it is not only important to pin the shafts, but also to loosen the camshaft sprocket and the high-pressure pump sprocket (**Fig. C and D**). In addition, it must be ensured that the high-pressure pump sprocket is correctly positioned (**Fig. D**). If this is not done the belt tension will not be distributed over the entire belt drive

This leads to abnormal oscillation of the tensioner pulley and impermissible levels of tension in the belt drive. The belt drive overheats as a result and starts to make noises. Recurring impact with the stop face causes the stop tab to break (**Fig. A**).

Solution:

Carry out tensioning/fitting in accordance with the vehicle manufacturer's instructions.

Fig. A



Fig. B

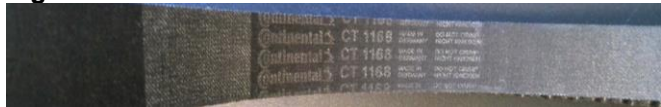


Fig. C

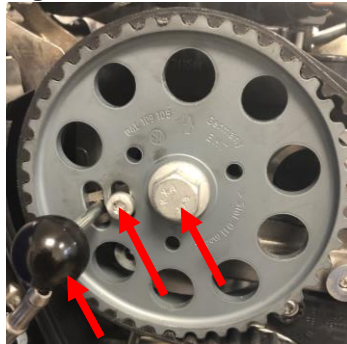


Fig. D

