

Kamasa-TOOLS®

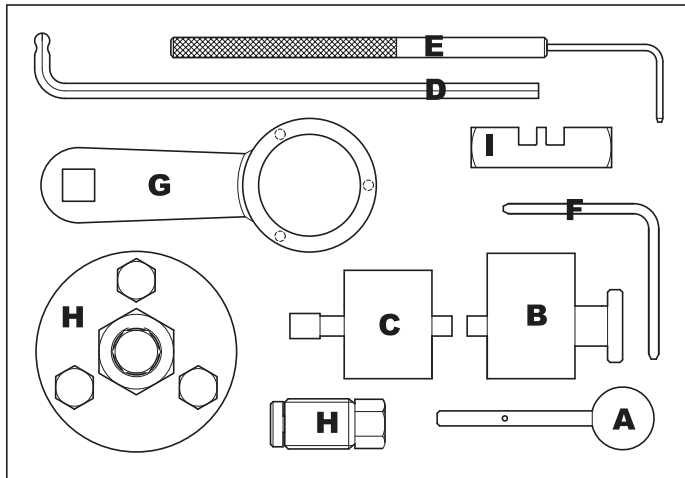
Engine
timing tools

VAG
1.6 | 2.0 TDi CR

K 10556

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Plan Layout



Component Description

Ref	OEM Ref	Description
A	T20102 3359	Injection Pump/Camshaft Alignment Pin
B	T10050	Crankshaft Pulley Locking Tool
C	T10100	Crankshaft Pulley Locking Tool
D	T10264	Ball End Hex Key 6mm
E	T40098	3.9mm Tensioner Pulley Locking Pin
F	T10265	2.5mm Tensioner Pulley Locking Pin
G	T10051	Sprocket Holding Tool
H	T10052	Cam Sprocket Hub Puller
I	T10255	Oil pump Balancer Shaft Alignment

Applications

Powered by Autodata Ltd

Manufacturer	Model	Size	Year	Engine Code
Audi	A3	1.6	2009-	CAYB CAYC
	A3 A4 A6 Q5	2.0	2007-	CBAB CBBB CBAA CFFB CAGA CAHA CAGB CAHB CAGC
Seat	Exeo	2.0	2009-	CAGA CAHA CAGA
Volkswagen	Golf Golf Plus	1.6	2009-	CAYB CAYC
	Tiguan Passat Eos Golf Golf Plus	2.0	2008	FCA CAAA CAAB CAAC CCHA CAVA CBAB CBDA CBDD CBBB CBAA CBAC CBDA CBDC

Preparation

Note: Where these engines are mounted in front to back configuration it will be necessary to remove the front grill and radiators. To significantly ease this operation we recommend the use of the VAG Guide Pin Kit (Part No 4637)

For camshaft drive belt replacement it is only necessary to remove:

- DPF pressure sensor wiring and bracket
- Low pressure fuel lift pump
- Inner wheel arch
- Engine under shield
- Auxiliary drive belts and pulleys
- Belt covers

Component Application

Component A

The injection pump Camshaft alignment pin is used to hold the Camshaft in the correct position and allows the Cam sprocket to be loosened whilst maintaining the position of the camshaft (always use an appropriate sprocket holding tool to prevent damage to the pin).

Components B/C

Components B and C are both crankshaft position locking tools and whilst they work on the same principle they are different. Use the appropriate tool unit for the vehicle as recommended by the manufacturers' instructions.

NB: A crankshaft pulley requiring the T10050 has its timing mark aligned with a tooth where as a pulley requiring the T10100, the timing mark is between the teeth.

Components D/E

Component D allows the user to adjust the Camshaft drive belt tensioner pulley and E is then used to lock the tensioner in the retracted position to make belt removal and fitting easier.

Component F

Component F is used to lock the auxiliary belt tensioner in its retracted position

Component G

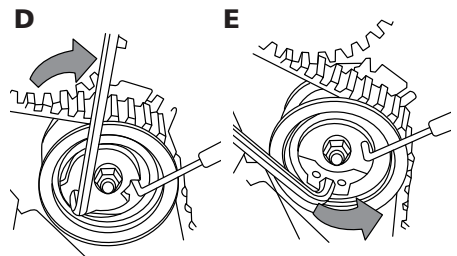
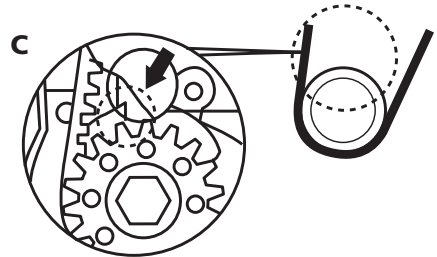
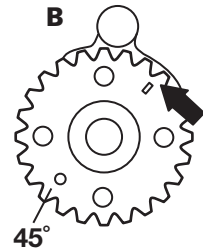
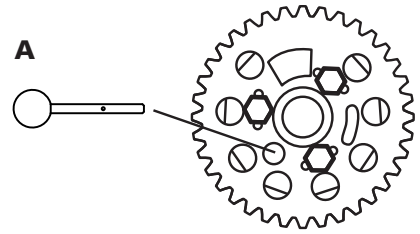
The sprocket holding tool G allows the user to hold the appropriate sprocket whilst loosening its fixing without damaging the locking pins

Components H

The Camshaft hub puller is required when dismantling the upper cylinder head. It is used to remove the Cam to Cam gears so they can be timed to each other correctly.

Component I

For removing and installing the balance shaft module



Safety Precautions

- If the engine has been identified as an Interference engine, damage to the engine will occur if the timing belt has been damaged. A compression check of all the cylinders should be taken before the cylinder head(s) are removed.
 - Do not turn crankshaft or camshaft when the timing belt has been removed
 - To make turning the engine easier, remove the spark plugs
 - Observe all tightening torques
 - Do not turn the engine using the camshaft or any other sprocket
 - Disconnect the battery earth lead (check radio code is available)
 - Do not use cleaning fluids on belts, sprockets or rollers
 - Some toothed timing belts are not interchangeable. Check the replacement belt has the correct tooth profile
 - Always mark the belt with the direction of running before removal
 - Do not lever or force the belt onto its sprockets
 - Check the ignition timing after the belt has been replaced.
 - Do not use timing pins to lock the engine when slackening or tightening the crankshaft pulley bolts
 - ALWAYS REFER TO A REPUTABLE MANUFACTURERS WORKSHOP MANUAL
- Warning – Incorrect or out of phase engine timing can result in damage to the valves. It is always recommended to turn the engine slowly, by hand, and to re-check the camshaft and crankshaft timing positions**



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