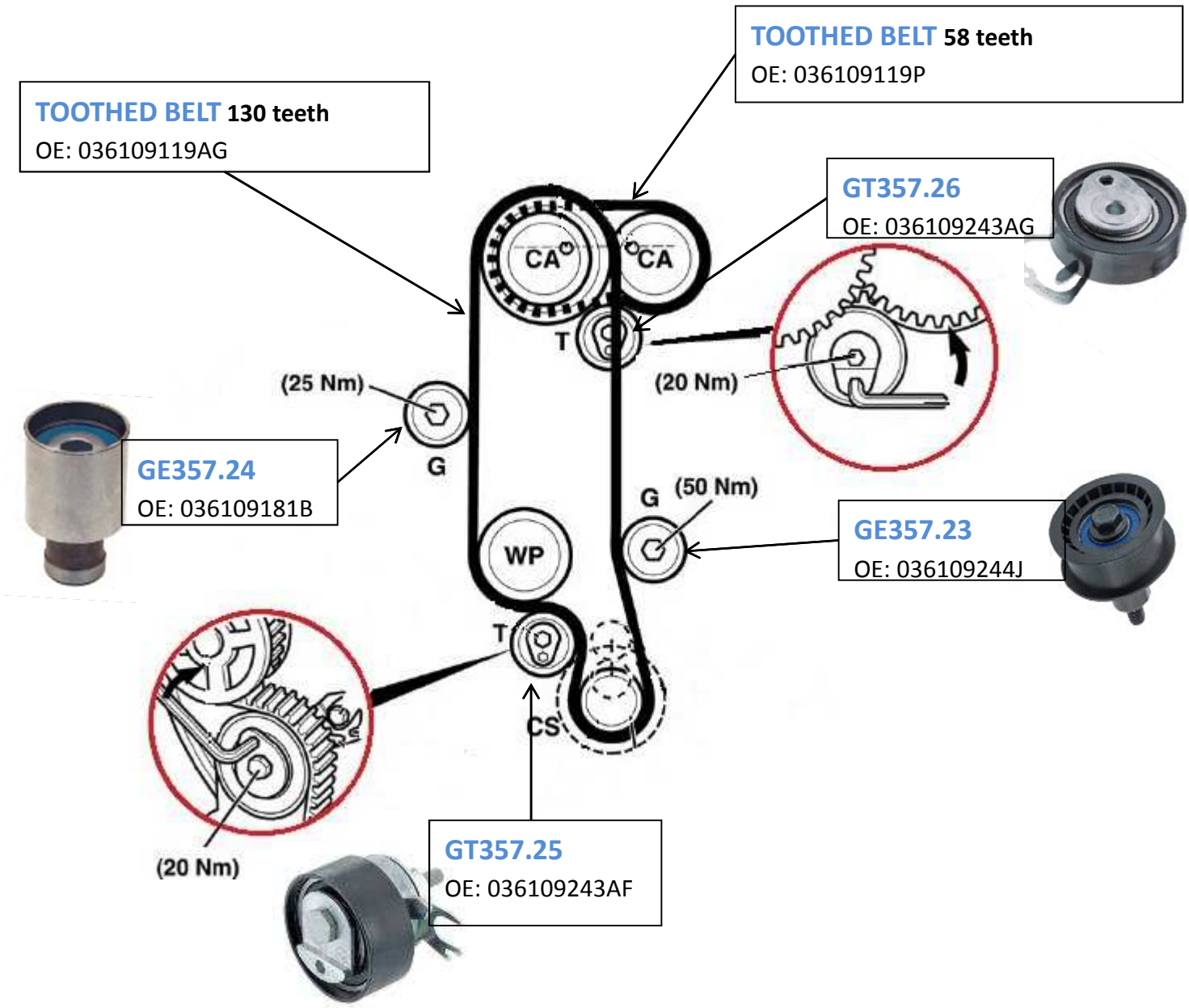
KD457.26

Disassembly /Assembly recommendations

		ENGINES	OE REFERENCE
AUDI : SEAT : SKODA : VOLKSWAGEN :	A2 (8Z0) Arosa II, Ibiza (II, III et IV), Inca, Leon (I et II), Toledo series 2 et 3, Cordoba (III et IV), Altea Octavia (I et II), Fabia II, Roomster Bora, Caddy (II et III), Golf (IV,V et VI), New Beetle, Polo (V, VI, VII, VIII et IX), Lupo	1.4 I, 1.6 FSI	036198119C, 036198119E, [036109243AG+036109119P], [036109119AG+036109181B+ 036109243AF+036109244J]

IDENTIFICATION OF TIMING KIT KD457.26



SPECIFICATION OF KD457.26

This timing belt kit requires **specialist tools for a correct fitment** (See p.3). The belts in this kit both have a Teflon® coating, this Teflon® coating helps prolong the life of the belt.

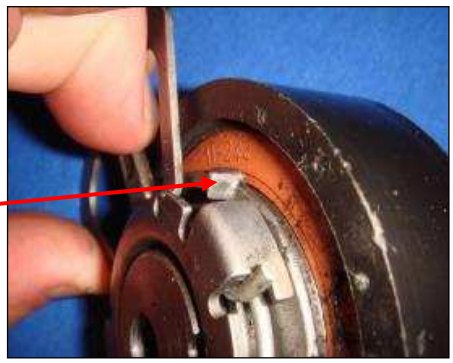
COMMON PROBLEMS

The tensioner pulley GT357.26 seems to not be adjusting the belt correctly

PROBABLE CAUSE

Incorrect setting of the tension

It is possible to apply the adjustment tension in the wrong direction on tensioner such as GT357.26. When pressure is applied in the wrong direction the correct adjustment force is not applied to the belt, this allows the tensioner to bounce on the rear stops, this causes the belt snatch, this snatching motion damages the teeth on the belt allowing the belt to slip.



Worn of the lower stop on GT357.26

TIP: Always look for the adjustment direction arrow on the tensioner

Low belt tension

Always follow the manufactures fitting instructions (See p.4 & 5).
Check the adjustment direction of the tensioner carefully
Failure to do so may result in the teeth being damaged on the belt
A damaged or slipping belt can cause severe engine damage.

Broken mounting bolt

Failure to correctly tighten the tensioner or pulley retaining bolts can generate vibrations that lead to radial forces being applied to the retaining bolt, the radial forces cause the bolt to fracture and shear off, resulting in loss of belt tension, the lose of tension allows the belt to slip and in most cases severely damage the engine.

Broken bolt

CONSEQUENCES: ENGINE DAMAGE

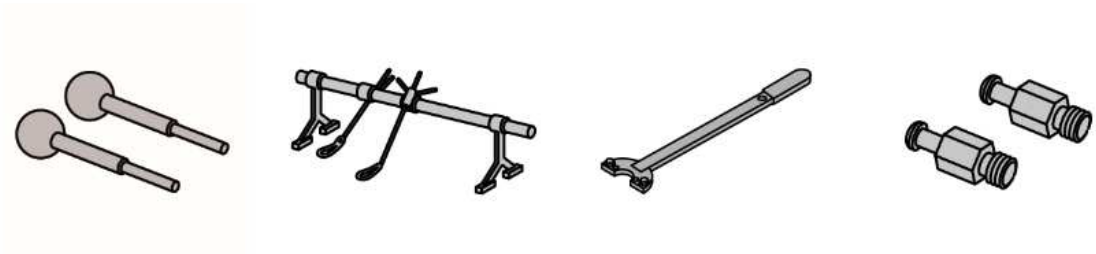
These types of malfunctions generally cause significant engine damage.

Timing kit KD457.26 contains 2 different tensioner pulleys: GT357.25 (for belt with 130 teeth) it tightens clockwise, GT357.26 (for belt with 58 teeth) tightens anti-clockwise.

REPLACEMENT

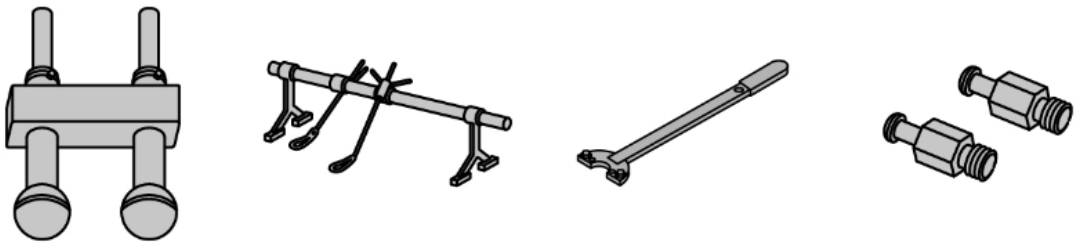
Engine 1,6l FSI

Specific tools required



Engine 1,4l

Specific tools required



Tightening torques:

Retaining bolt for tensioner GT357.26 & GT357.25 : **20 Nm** (for all vehicles)

Crankshaft bolt : **90 N.m + 90°** ,(as the crankshaft bolt is a stretch type bolt a new lubricated bolt should always be used when reassembling the timing system.

Tightening torques may differ from vehicle to vehicle, so it is recommended that tightening torques are checked against the specified manufacturer settings.

Before starting, make sure that:

The engine is cold.

The engine is at TDC (top dead center) on the first cylinder.

The timing marks are aligned.

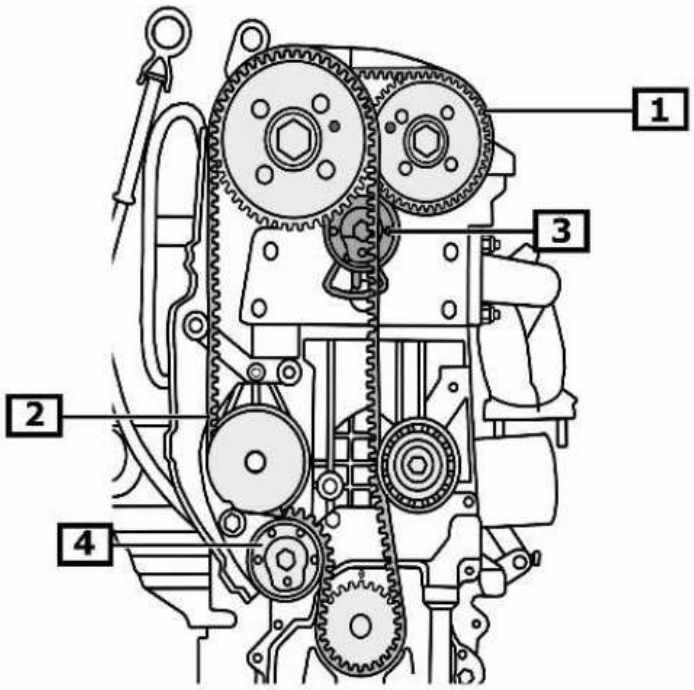
The camshaft timing gauge is in place.

The battery is disconnected.

REMOVAL OF THE BELTS & TENSIONERS - STEP BY STEP

Toothed belt - 130 teeth (primary belt)

Loosen the retaining bolt of the tensioner GT357.25 . Use a allen key to rotate the tensioner anti-clockwise (in the opposite way of the arrow). Remove the toothed belt (130) followed by the tensioner, then remove both of the idler pulleys GE357.24 & GE357.23

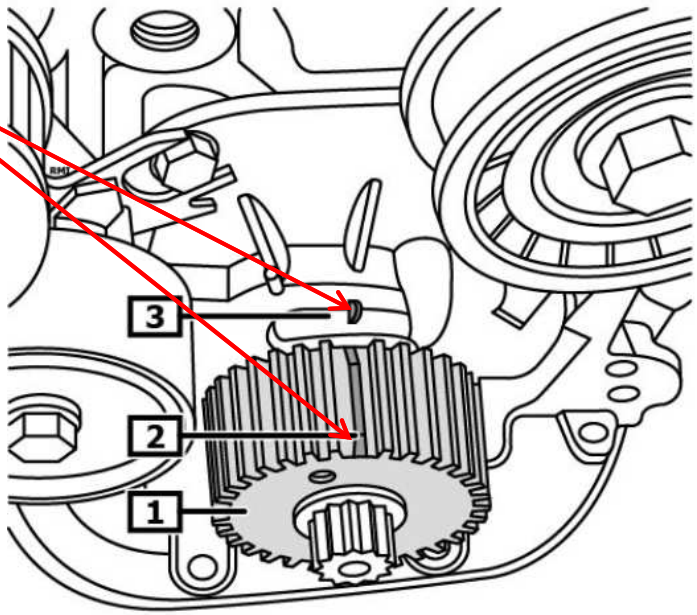


Toothed belt - 58 teeth (secondary belt)

Loosen the retaining bolt of the tensioner GT357.26 Then use a allen key to rotate the tensioner clockwise (following the arrow) to remove the tension from the belt
Remove the toothed belt (58 teeth) followed by the tensioner.

RE-INSTALLATION OF THE BELT & ROLLER - STEP BY STEP

Check that the engine marks line up at TDC on the first piston, if they do not line up rotate the engine unit TDC is found.



Do not rotate the crankshaft or the camshaft while the timing belt is removed.

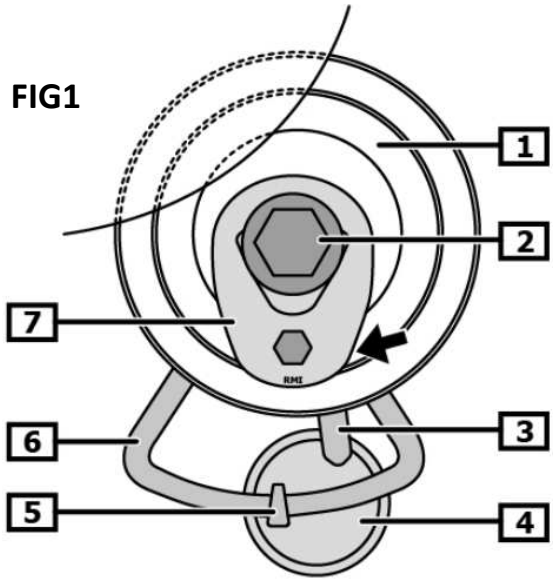
RE-INSTALLATION OF THE BELT & ROLLER - STEP BY STEP

Toothed belt - 58 teeth (secondary belt)

Install the new tensioner GT357.26 followed by the new belt (CD41009)

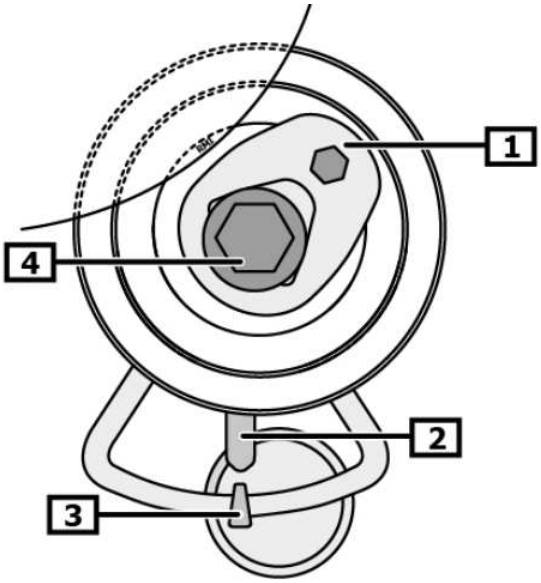
Fasten the tensioner GT357.26 loosely to the engine block (hand tight) , noting it is correctly positioned and taking note of the adjuster pointer (3). When the tensioner is correctly position it should look like FIG 1. the belt can now be fitted .

FIG1



Once the belt is fitted use an allen key to rotate the tensioner adjustment plate anti clockwise until the adjuster pointer (3) is perfectly lines up with the lower index marks (4)as in FIG2. Once the marks are in line tighten the center retaining just enough to hold the tensioner in the correct position. Note: the retaining bolt should then be torqued to the manufactures specified torque setting of 20Nm

FIG2

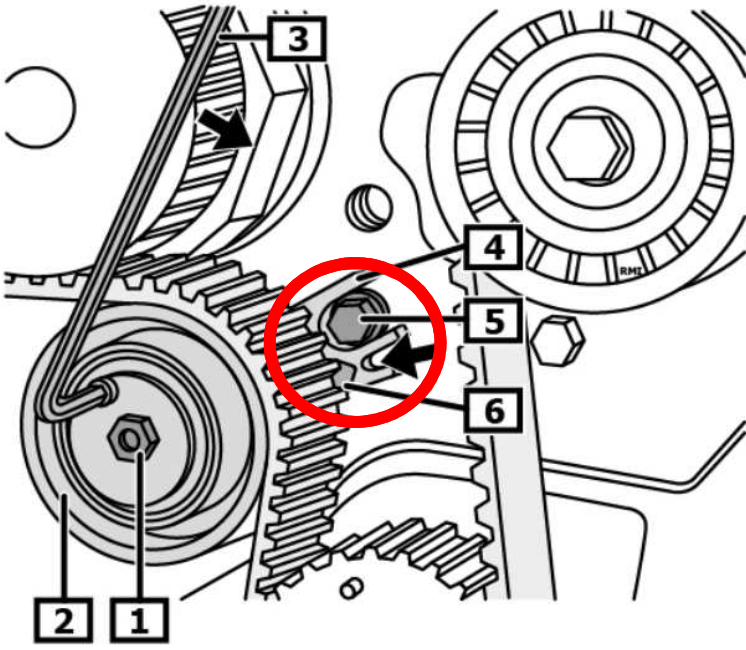


RE-INSTALLATION OF THE BELT & ROLLER - STEP BY STEP

Toothed belt - 130 teeth (primary belt)

Install the two idler pulleys, the idlers pulleys should be tightened to the manufacturers recommend torques, GE357.24 to 25Nm and GE357.23 to 50Nm
Position the tensioner GT357.25 in the correct position making sure the cut out (4) on the rear of the tensioner goes around the bolt in the cylinder head (5) see **FIG3** , tighten the central retaining bolt (1) hand tight.

FIG3



Install the new 130 teeth belt CD41053.

Use an Allen key (3) to rotate the tensioner adjuster anti-clockwise until the adjuster index pointer(6) on the back of tensioner lines up perfectly with the cut out in the tensioner back plate.

Once the correct tension is reached use the Allen key to hold the adjuster in the correct position, then tighten the retaining bolt to the manufactures recommend torque of 20Nm.

The cam locking tools etc can now be removed
Recheck all the torque settings

Use a spanner to rotate the engine 2 complete revolution (make sure the engine rotates in the correct direction)
Put the engine back to TDC and make sure all the timing marks line up correctly.
Re-install the remaining components in the reverse order in which you removed them
New auxiliary belts should always be fitted when a timing belt is replaced.

Kit KD457.24 is not the same as kit KD457.25 although the kits look similar the belts are different lengths. These 2 kits are not interchangeable !

Recommendations

Every 13,000 miles or 12 months (whichever comes first), check the belt width.

During replacement, all components, roller tensioners and tensioners, should be replaced and not just the belt.

Do not store belts in the sun. Never bend, turn or twist a belt and do not force the belt on the pulleys.

Follow the manufacturers assembly procedures as well as their indicated tightening torques.

Consult vehicle applications in our online catalogue: **http://lc.cx/catalog-ra**

Scan this QR code to access our online catalogue.

FOLLOW THE RECOMMENDATIONS OF THE VEHICLE MANUFACTURER.