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Important note

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The intervals and procedures given are subject to alteration by the manufacturer at any time. Check the regularly updated Timing Belts section on our website to ensure that you are kept informed of any changes that may occur between issues of the Autodata CD.

<http://www.autodata-cd.com>

Timing belt replacement intervals

The information relating to timing belt replacement intervals is additional to the main purpose of this CD, but is included to provide guidance to garages and for customer advice.

Where possible the recommended intervals have been compiled from vehicle manufacturers' information. In a few instances no recommendation has been made by the manufacturer and the decision to replace the belt must be made from the evidence of a thorough examination of the condition of the existing belt.

Apart from the visible condition of the belt, which is explained fully later in this section, there are several other factors which must be considered when checking a timing belt:

1. Is the belt an original or a replacement.
2. When was the belt last replaced and was it at the correct mileage.
3. Is the service history of the vehicle known.
4. Has the vehicle been operated under arduous conditions which might warrant a shorter replacement interval.
5. Is the general condition of other components in the camshaft drive, such as the tensioner, pulleys, and other ancillary components driven by the timing belt, typically the water pump, sound enough to ensure that the life of the replacement belt will not be affected.
6. If the condition of the existing belt appears good, can you be satisfied that the belt will not fail before the next check or service is due.
7. If the belt does fail, have you considered the consequences. If the engine is an INTERFERENCE type then considerable expensive damage may well be the result.
8. The cost of replacing a belt as part of a routine service could be as little as 5 to 10% of the repair cost following a belt failure. Make sure your customer is aware of the consequences.
9. If in doubt about the condition of the belt - RENEW it.

Replacement Interval Guide

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All except AAZ/ABL/1X/1Y/1Z engine:

The vehicle manufacturer has not recommended a timing belt replacement interval for these engines.

Volkswagen recommend:

AAZ/1Y engine:

Check and adjust or replacement if necessary every 20,000 miles.

ABL/1X engine:

Check and adjust or replacement if necessary every 20,000 miles.

Replacement every 80,000 miles.

1Z engine:

Check condition and width every 10,000 miles or 12 months, whichever occurs first (replacement width - 22 mm).

Check adjustment every 20,000 miles.

Replacement every 60,000 miles (tensioner pulley must also be replaced).

The previous use and service history of the vehicle must always be taken into account.

Check For Engine Damage

Check For Engine Damage

CAUTION: This engine has been identified as an INTERFERENCE engine in which the possibility of valve-to-piston damage in the event of a timing belt failure is MOST LIKELY to occur.

A compression check of all cylinders should be performed before removing the cylinder head.

Repair Times - hrs

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Golf/Vento Diesel 1992-98	
Remove and install	1,90
Golf/Vento Diesel Cat 1992-98	
Remove and install	1,90

Special Tools

Special Tools

- Tension gauge - VAG No.210.
- Injection pump sprocket locking pin - VAG No.2064.
- Camshaft setting bar - VAG No.2065A.
- Two-pin wrench - Matra V.159.

Special Precautions

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- Disconnect battery earth lead.
- DO NOT turn crankshaft or camshaft when timing belt removed.
- Remove glow plugs to ease turning engine.
- Turn engine in normal direction of rotation (unless otherwise stated).
- DO NOT turn engine via camshaft or other sprockets.
- Observe all tightening torques.
- Check diesel injection pump timing after belt replacement.

Removal



Removal

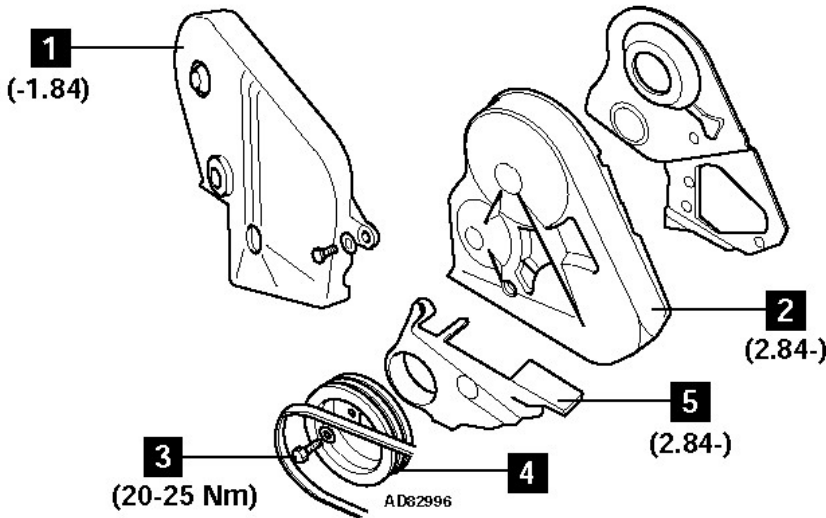
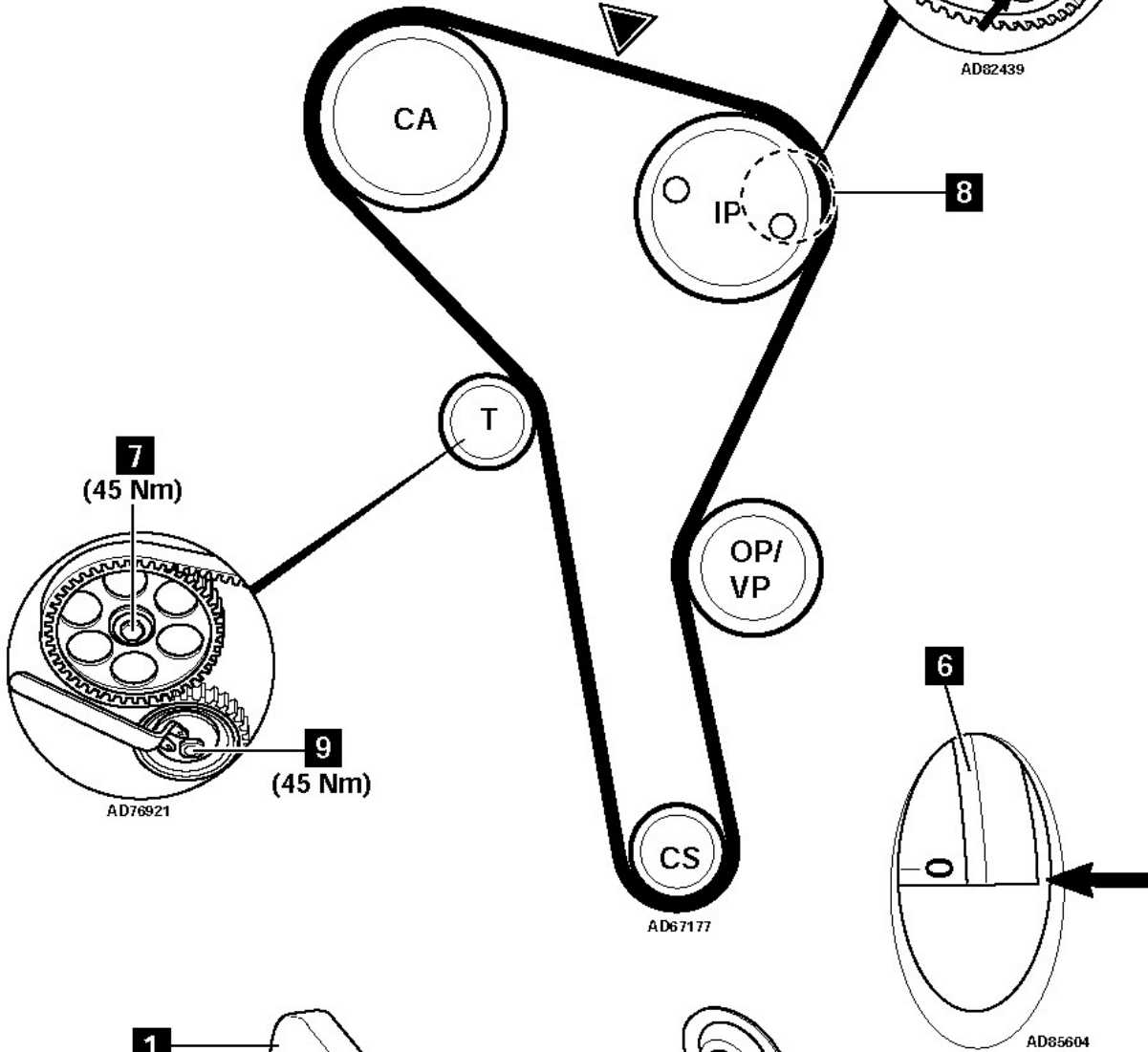
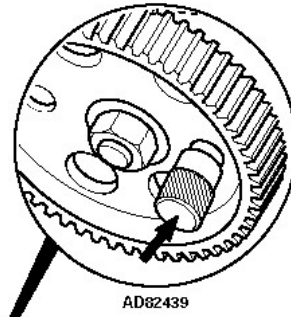
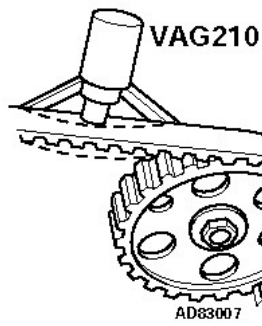
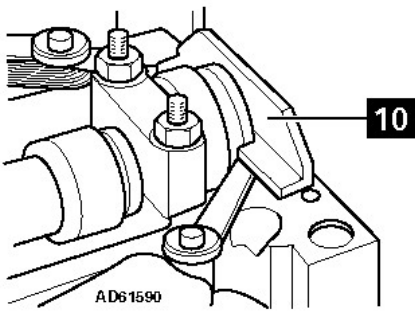
1. Hinge radiator grille forward (Transporter 1991 →).
2. Remove:

- Engine undershield (if fitted).
 - Auxiliary drive belts.
 - Water pump pulley.
 - Cylinder head cover.
 - → 01/84: Timing belt cover [1].
3. Remove (02/84 →):
 - Timing belt upper cover [2].
 - Crankshaft pulley bolts [3].
 - Crankshaft pulley [4].
 - Timing belt lower cover [5].
 4. Turn crankshaft to TDC on No.1 cylinder. Ensure flywheel timing marks aligned [6].
 5. Fit setting bar No.2065A to rear of camshaft [10]. Centralise camshaft using feeler gauges.
 6. Lock injection pump sprocket [8]. Use tool No.2064.
 7. Slacken tensioner pulley nut [9]. Turn tensioner pulley anti-clockwise away from belt. Lightly tighten nut.
 8. Remove timing belt.

Installation

Installation

1. Ensure flywheel timing marks aligned [6].
2. Ensure camshaft setting bar fitted correctly [10].
3. Ensure locking pin located correctly in injection pump sprocket [8].
4. Slacken camshaft sprocket bolt [7].
5. Loosen sprocket from taper using a drift through hole in timing belt rear cover. Ensure sprocket can turn on taper.
6. Fit timing belt, starting at crankshaft sprocket. Ensure belt is taut between sprockets.
7. Attach tension gauge to belt at . Tool No.210.
8. Slacken tensioner pulley nut [9].
9. Turn tensioner pulley clockwise until tension gauge indicates 12-13 units. Use wrench Matra V.159.
10. Tighten tensioner pulley nut to 45 Nm [9].
11. Tighten camshaft sprocket bolt to 45 Nm [7].
12. Remove:
 - Injection pump sprocket locking pin [8].
 - Camshaft setting bar [10].
13. Turn crankshaft two turns clockwise. Strike belt once with a rubber faced mallet at . Recheck belt tension.
14. 02/84 → : Fit timing belt lower cover [5]. Fit crankshaft pulley [4]. Tighten crankshaft pulley bolts to 20-25 Nm [3].
15. Install components in reverse order of removal.



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