

NT 01008

VKMA 01106 –
VKMC 01106-1/-2 –
VKMA/C 01107 –
VKMA/C 01110

Skoda / Seat / Volkswagen

VKMA 01106



VKMA 01106-1



VKMA 01106-2



VKMA 01107



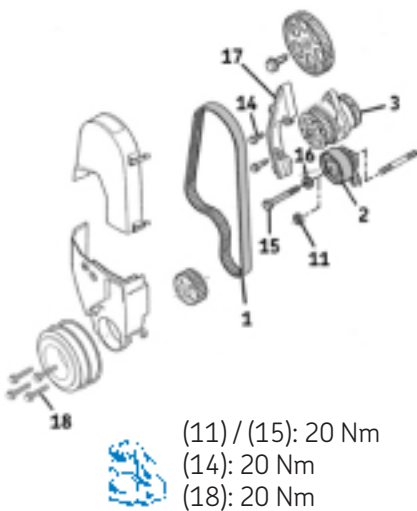
VKMC 01107



A



(4): Ref.10-222A
(5): Ref. 10-222A/1

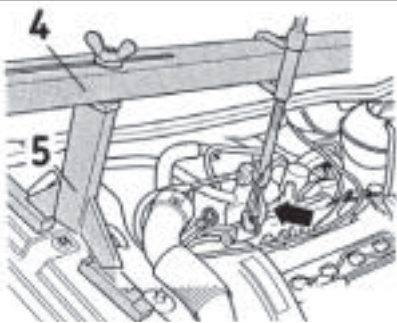


(11) / (15): 20 Nm
(14): 20 Nm
(18): 20 Nm

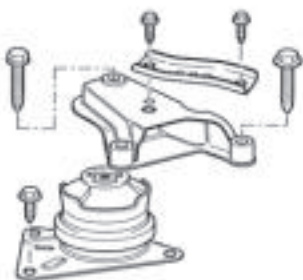
Removal

- 1) Disconnect the batteries according to the vehicle manufacturing guidelines.
- 2) Prepare the vehicle for the timing replacement according to the vehicle manufacturing guidelines.
- 3) Put in place tool (4) with brackets (5) (Fig. B).
- 4) Remove the right-hand engine bracket (Fig. C).
- 5) Turn the crankshaft up to TDC on cylinder No1. Check:
 - The alignment of the mark on the camshaft sprocket with that on the rear timing casing (6) (Fig. D).
 - The alignment of the tooth with the chamfer on the crankshaft sprocket with mark (7) on the lower timing casing (Fig. D).
- 6) Loosen the tensioner nut (11) (or the new bolt (15) and new the washer (16)) and then remove the timing belt (1) and the tensioner roller (2) (Fig. A).
- 7) **Removing the water pump (VKMC 01106-1/2, VKMC 01107, VKMC 01110):** Firstly, bleed the cooling circuit, check it is clean, and clean if required; secondly, fully loosen the water pump fastening bolts (14), remove the belt guide (17) and the water pump (3) (Fig. A).

B

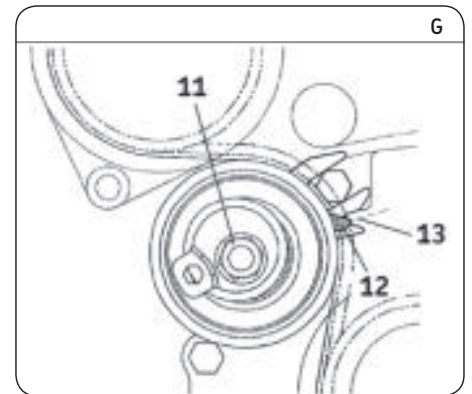
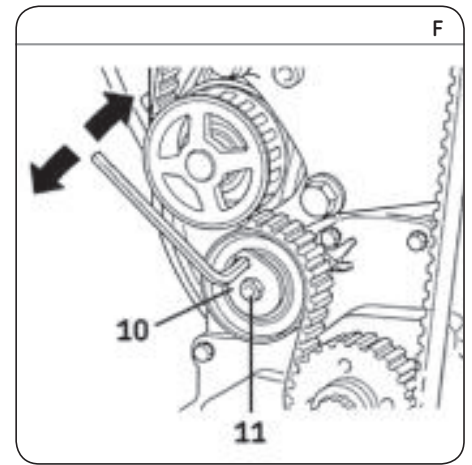
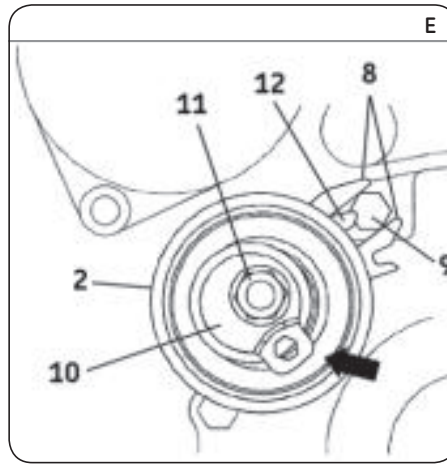
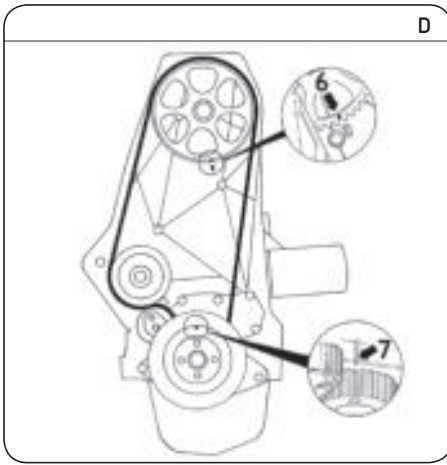


C



Install Confidence





Refitting

Caution! First clean thoroughly the bearing surfaces of the rollers.

- 8) **Refitting the water pump:** Firstly, fit the new water pump (3) and the belt guide (17), **tighten the waterpump bolts (14) to the torque 20 Nm**, then check that the water pump pulley runs properly, and has no hard or locking spots.
- 9) Assemble the new tensioner roller (2) and its new nut (11) (or the new bolt (15) and new washer (16)). Set the slot located between the fingers (8) on the centering nut (9) (Fig. E). Turn the adjustment dial (10) using the Allen wrench until the wrench reaches the "5 o'clock" position (see black arrow Fig. E) then tighten slightly by hand the nut (11) (or the bolt (15)).
- 10) Refit the new timing belt (1) (Fig. A).
- 11) Tighten the timing belt (1): turn the adjustment dial (10) on the tensioner roller (2) clockwise using an Allen wrench, while holding the fastening nut (11) (or the bolt (15)) of the roller in position using a hex nut wrench (Fig. F). Continue turning the adjustment dial until the mobile index (12) is aligned with the notch (13) (Fig. G). Then tighten the fastening nut (11) (or the bolt (15)) at 20 Nm.
- 12) Rotate the crankshaft by **2 turns clockwise** until the timing point is reached (check marks (6) and (7) Fig. D).
- 13) Check the setting of the moving pointer (12) (Fig. G) (the index must be aligned with the notch (13)).
- 14) If the marks on the tensioner roller are not aligned, Loosen the fastening nut (11) (or the bolt (15)) (Fig. F). Then turn the adjustment dial (10) (Fig. F) **counter-clockwise** to set the moving pointer in the initial position (12) (Fig. E) Then restart the tension setting operation at step 10).
- 15) Refit the timing casings and the crankshaft pulley bolts (18) while tightening them at 20 Nm.
- 16) Refit the removed elements in reverse order to removal.
- 17) Fill the cooling circuit with the permanent fluid recommended.
- 18) Check the circuit's leak-tightness when the engine reaches its running temperature and secure the level of coolant when the engine is at ambient temperature (20 °C).

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