



Noise from the timing belt drive CT1134, CT1139 and all associated kits for Audi, Seat, Skoda and VW. Various models of 1.2–2.0L TDI common rail, EA189

Problem: Noise from the timing belt drive

Cause:

When the timing belt drive is tensioned, not only fastening of the shafts (Figs. 4, 5 and 6) but also loosening the camshaft sprocket and the high-pressure pump sprocket (Figs. 4 and 5) are essential. Otherwise, the belt tension is not distributed over the entire belt drive. This results in incorrect contact pressure, which makes the pulleys noisy and damages the bearings. Clear indications of this fault are marks on the back of the belt (Fig. 1), stress lines on the pulley casings (Fig. 2), or belt material deposited on the pulleys (Fig. 3).

Solution:

Follow the manufacturer's instructions when tensioning. The camshaft sprocket and the high-pressure pump sprocket must be loosened (Figs. 4 and 5) in order to distribute the tension over the entire belt drive. Fig. 1







Fig. 5

Fig. 3









Fig. 6



ContiTech Antriebssysteme GmbH Philipsbornstraße 1, D-30165 Hannover

Techn. Hotline +49 (0)511 938 -5178 E-mail: aam@continental.com www.continental-engineparts.com

The content of this publication is provided for information only and without responsibility. ContiTech AG assumes no liability in connection with this publication. To the extent permitted by law, no liability is assumed for any direct, indirect, incidental, consequential or punitive damages arising out of the use of the information contained in this publication. © 2020 by ContiTech AG, Hanover. All rights reserved.