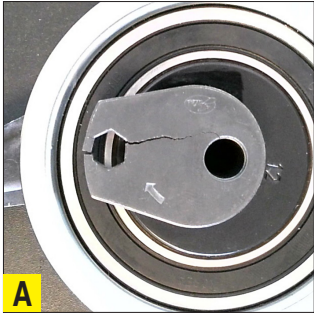
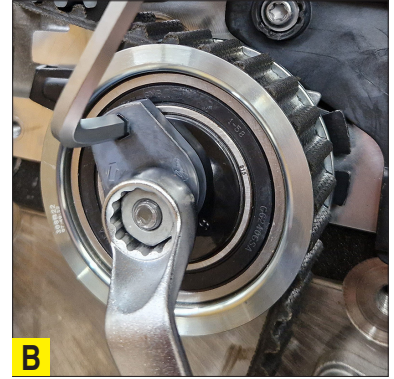


Cam tensioner **pulley fracture** problem



The adjustment cam on the tensioner pulley can fracture during the tensioning process. Continental has provided these instructions for timing belt kits CT1168K1/ K2/ WP1/ WP2/ WP7/ WP9/ K6PRO/ WP8PRO that are for VW, Audi, Seat, Skoda EA288 1.4–2.0 TDi common rail engines.



The cause of this fracture is that the fastening nut is over tightened during assembly. As a result, the nut turns together with the eccentric cam during tensioning, subjecting it to an even greater load. This produces too much resistance, causing the adjustment cam to crack (**Fig. A**).

The solution is to only tighten the nut by hand prior to tensioning. Use an appropriate tool to hold the nut securely (**Fig. B & C**) so

that it doesn't turn together with the cam. You now tighten the tensioner pulley by turning it clockwise until the pointer aligns with the marker notch (**Fig. C**). You can then finish tightening the nut

