

New VAG belt noises

Following the installation of the timing belt on some Audi, Seat, Škoda and Volkswagens with 1.6-2.0l 8V engines, noises may be heard from the area of the timing belt. Continental offers technical details to correct, or avoid this situation from occurring.

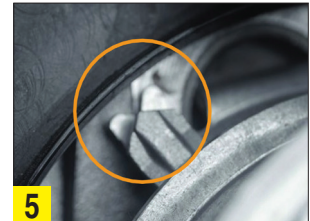
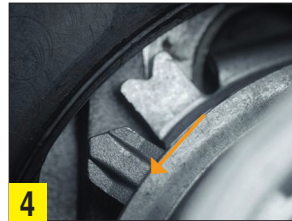
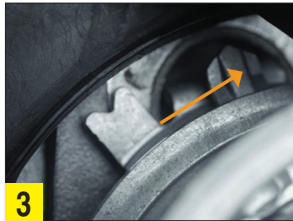
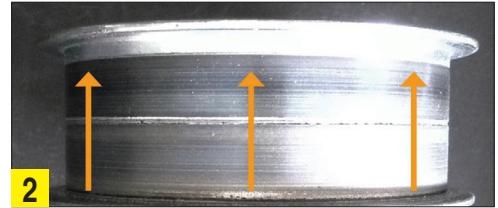
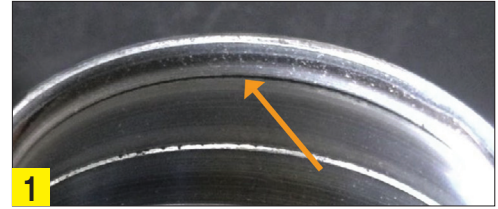
The noise is most likely caused by one side of the timing belt rubbing against the tensioner pulley's flange (Fig. 1). The tensioner pulley's outer surface may show signs of the belt running off-centre. (Fig. 2). This indicates that the belt is not properly seated on the engine's sprockets.

To solve this noise problem, carry out tensioning in accordance with the manufacturer's instructions.

Tensioning procedures are as follows:

- The manufacturer's instructions for tensioning must be observed.
- The tensioner pulley must be tightened to full load five times in succession ((Fig. 3 and 4) with the belt fitted. This will cause the tooth profile to engage fully in the sprockets.

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- The timing belt tension is then adjusted so that the pointer is in the centre of the adjustment slot ((Fig. 5).