



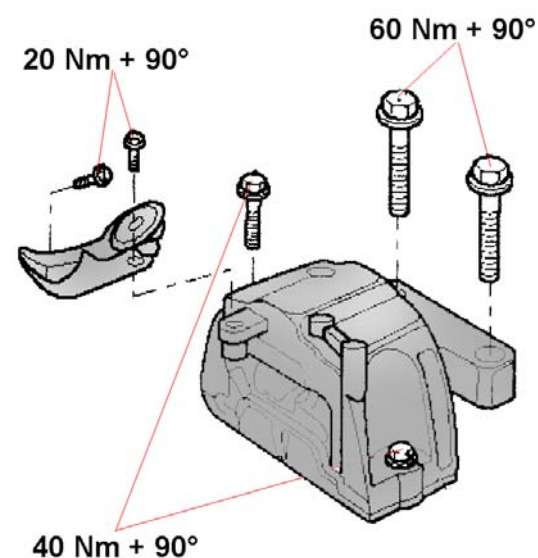
DAYCO®

DAYCO AFTERMARKET TECHNICAL INFORMATION

Subject: KTB441E / KTB441EP /
KTB486E / KTB486EP

N°:TI0045EN

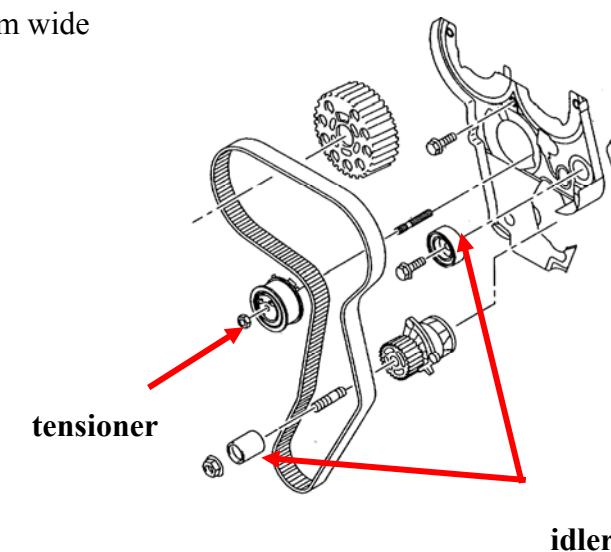
AUDI – SEAT – SKODA - VOLKSWAGEN
A3 – A4 – A6 – ALTEA – LEON – TOLEDO – OCTAVIA – GOLF – JETTA – TOURAN -
PASSAT
Mtr. AZV – BEE – BKD – BKP – BLB – BMA – BMN – BMR – BNA – BRD – BRE –
BRF – BUZ – BVA – BVE – BVF – BVG – BWV



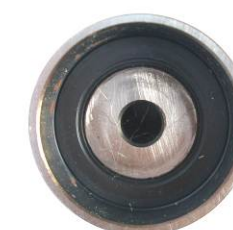
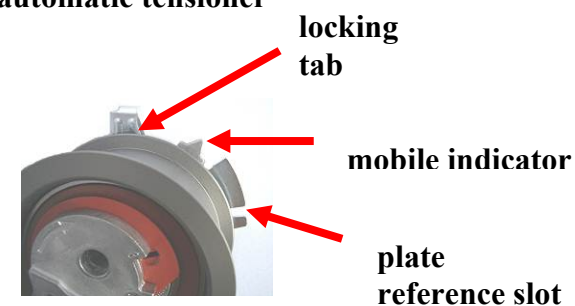
The KTB441E timing kit includes:

a timing **belt** 94970 with 141 teeth, 30 mm wide

- an **automatic tensioner** KT553
- an **idler** KI537 (dia.80 mm)
- an **idler** KI538 (dia.40 mm)
- an **idler** KI551



automatic tensioner



idler (dia. 40 mm.)



idler (dia.80 mm)

TENSIONER ASSEMBLY AND TENSIONING PROCEDURE

This procedure must be carried out on a cold engine

- Make sure the camshaft pinions are locked in position with the appropriate locking pins (Fig. A).
- Make sure the driving shaft locking tool is installed (Fig. B).
- Check that the timing notches are properly aligned.
- Make sure the tensioner pulley locking pin (tool N.T10115) is inserted.(Fig. C)

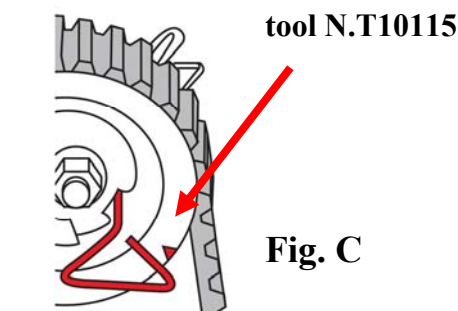


Fig. C

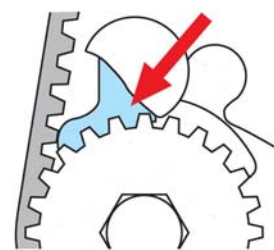


Fig. B

- Make sure the tensioner locking tab is correctly inserted in the rear case. (Fig. D)
- Rotate fully the camshaft pinions in the grooves (the pinions should rotate freely).
- Install the timing belt clockwise starting from the driving shaft pinion. Lastly, position the timing belt on the water pump control gear.
- Reassemble the engine right-hand support introducing it from the bottom and fit the lower fastening screw.
- Loosen the tensioner fastening nut.

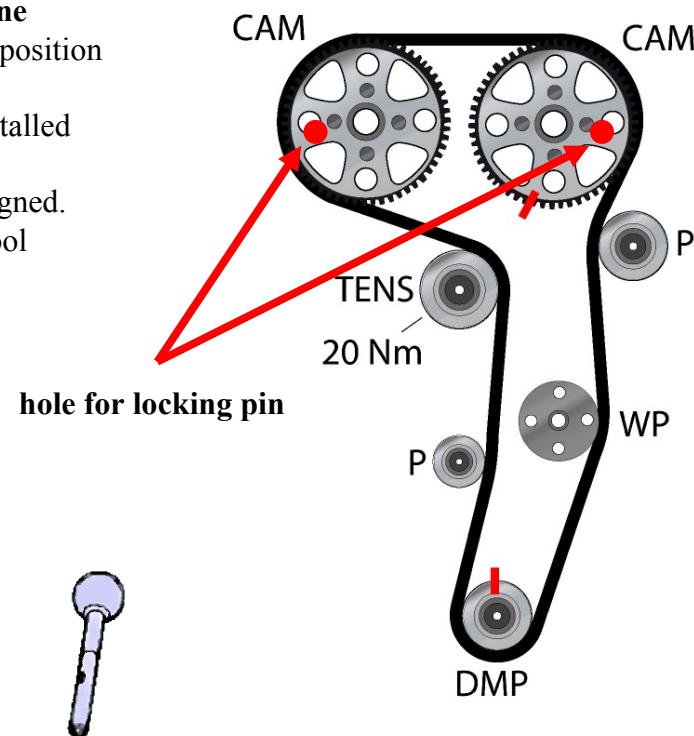


Fig. A

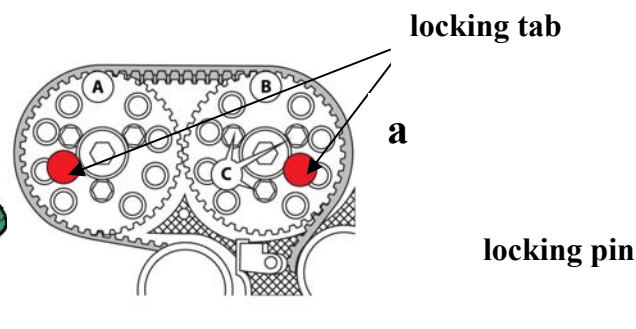
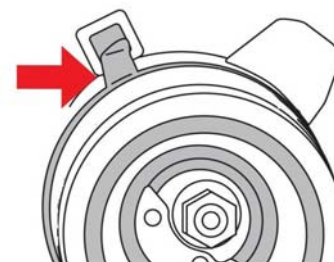


Fig. D



- Remove the locking pin from the tensioner pulley.

- With the appropriate tool N.T10115, rotate slowly the tensioner bearing pulley clockwise until the mobile indicator is aligned with the plate reference slot (Fig. E).
- Prevent the tensioner fastening nut from rotating.
- Keep the tensioner pulley locked with tool N.T10020 and tighten the pulley nut to a torque of $20 \text{ Nm} + 45^\circ$. (Fig. F)
- When the locking nut is tightened, the mobile indicator tends to shift clockwise by 5 mm maximum from the plate slot.
- This new position should not be corrected as the timing belt will settle in the centre of the slot once the engine is started.
- Keep the CA1 camshaft pinion locked with the appropriate tool N.T10172. (Fig. G).
- Make sure the belt is properly tensioned.
- Tighten the screws of each camshaft pinion to a torque of 25 Nm.
- Remove the camshaft pinion locking tools (pins), the tool T10172 and the driving shaft locking tool.
- Rotate the driving shaft clockwise by two turns until the point immediately before Cylinder n. 1 TDC.
- Lock pinion 1 with the appropriate pin and make sure pinion 2 can be locked in position with its appropriate pin; if it is not possible, loosen the screws and repeat the centring procedure.
- Make sure the driving shaft can be locked by means of the appropriate tool.
- Make sure the timing notches are aligned (a).
- Make sure the tensioner indicator is aligned with the plate or is located 5 mm maximum to the right of the plate.
- Fit the engine right-hand support bracket, and tighten the screws to a torque of 45 Nm.
- If necessary, slightly lift or lower the engine acting on the supporting cross member previously fitted to support the engine.
- Reassemble the other elements in the reverse order to the disassembly.
- Tighten the driving shaft pulley screws to a torque of $10 \text{ Nm} + 90^\circ$. Use new screws.
- Using new screws, tighten the engine right-end support to the torques specified in Fig. H.

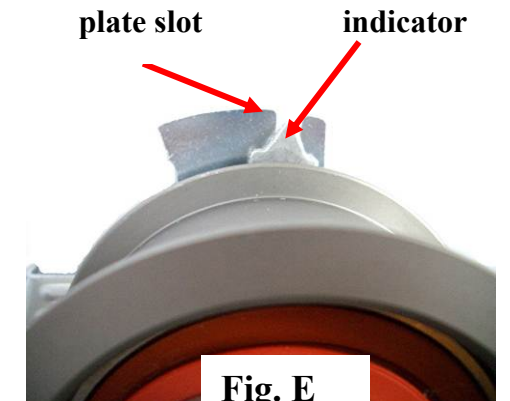


Fig. E

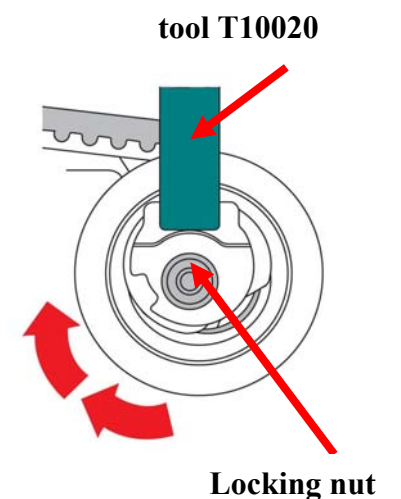


Fig. F

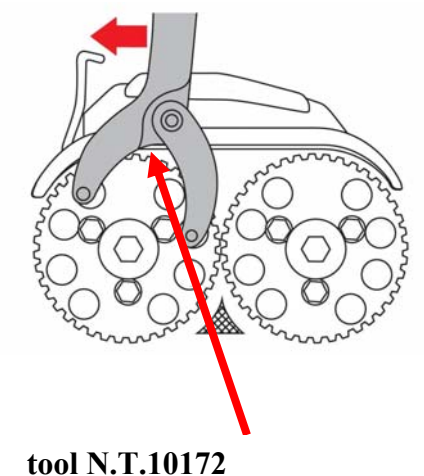


Fig. G

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