



DAYCO AFTERMARKET TECHNICAL INFORMATION

Subject: KTB788

No.: TI0288EN

AUDI – SEAT – SKODA – VOLKSWAGEN

**A1 - A3- A4 - A5 - A6 - Alhambra - Altea Amarok –
Caddy – Crafter - Eos - Exeo - Fabia - Golf – Ibiza -
Jetta - Leon**

**New Beetle - Octavia – Passat - Polo - Q3 - Q5 -
Rapid – Roomster - Scirocco Sharan - Superb –
Tiguan - Toledo Touran - Transporter - TT - Yeti**

**Serial no. CAYB-CAYC-CFHB-CFHD-CFFA CFFB-
CFGB-CLJA-CGLC-CGLD-CJCA**

CJCB-CJCD-CJCC-CMFA-CMFB-CGLE

**CMGB-CFGC-CFGD-CLLB-CGLA CGLB-CMGA-CFFE-
BKD-BMM-CEGA**

CFHC-CFJA-CFWA-CAYA-CLNA-CFHF

CLCA-CLCB-CFHA-CDBA-CNEA-CNFA

CNFB-CSHA-CDCA-CAYD-CAYE-CFHE

CKUB-CKTB-CKTC-CKUC-CLLA-CFFD

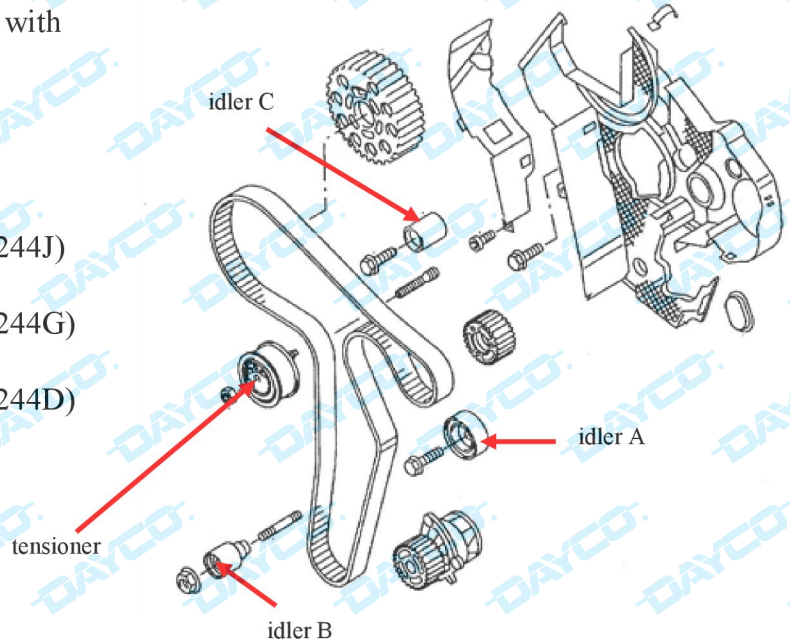
CFJB-CFCA-CAAA-CAAB-CAAC-CAAD

CAAE-CCHA-CCHB

Date: 24/03/2017

The **KTb788** Timing Kit includes:

- one 25 mm wide **timing belt 941033** with 160 teeth (OES 03L109119E)
- one **timing tensioner ATB2569** (OES 03L109243F)
- one **idler A ATB2570** (OES 03L109244J)
- one **idler B ATB2571** (OES 03L109244G)
- one **idler C ATB2232** (OES 03L109244D)

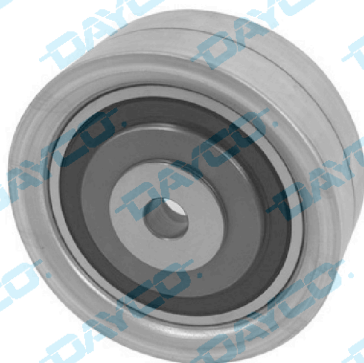


"PLEASE FOLLOW THE INSTRUCTIONS OF THE VEHICLE MANUFACTURER"

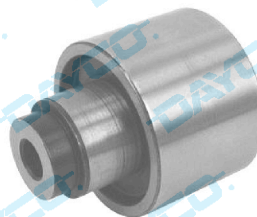
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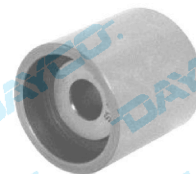
tensioner



Idler A



Idler B



Idler C

FITTING AND TENSIONING PROCEDURE TO BE CARRIED OUT ON A COLD ENGINE

- Fit the camshaft locking pin (3359) (Fig.1), using the special tool T10172.
- Loosen the camshaft screw.
- Fit the locking pin of the high pressure pump toothed wheel in Y (Fig. 2).
- Rotate the camshaft and high pressure pump toothed wheels up to the end of the slots.
- Install the new tensioner and all other rigid components (idlers) of the transmission correctly.
- Fit the new timing belt in the following order: crankshaft, tensioner, camshaft pulley, water pump, injection pump and pulley (idler A).
- Loosen the tensioner nut and turn it clockwise until the mobile indicator is positioned as in Fig. 3.
- Lock the tensioner nut at a torque of $20 \text{ Nm} + 45^\circ$.
- Slightly move the special tool T10172.
- Lock the screws of the camshaft toothed wheel, keeping it taut at the torque of 20 Nm by means of the special tool T10172. NOTE: use the new screws supplied.
- Lock the high pressure pump screws at a torque of 20 Nm . NOTE: use the new screws supplied.
- Remove the locking pins 3359.

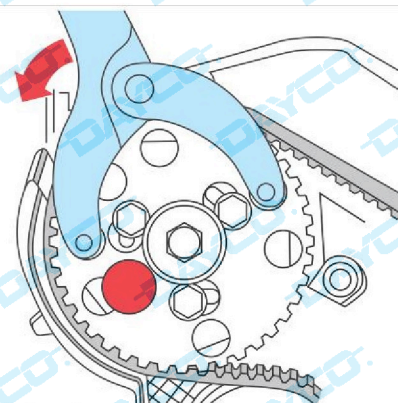
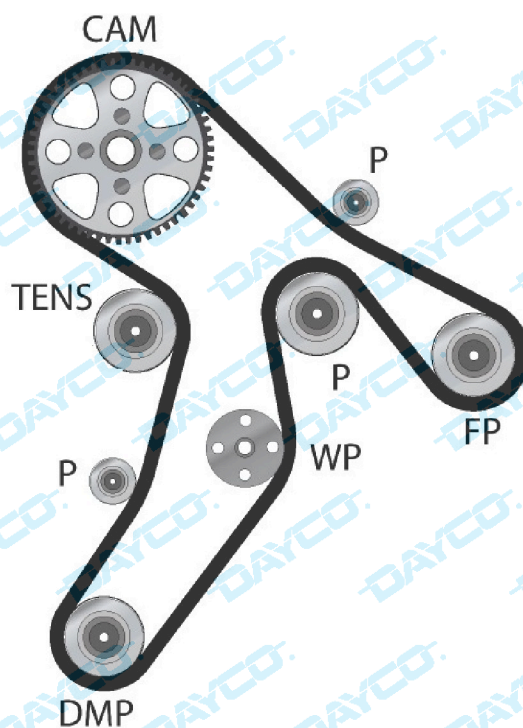


Fig. 1

- Remove the crankshaft locking tool T10050.
- Rotate the crankshaft through two revolutions until it almost reaches the TDC.
- Rotate the crankshaft clockwise until the tool T10050 engages.
- Check that the camshaft locking pin can be inserted.
- Make sure that the mobile indicator remains centred as shown in Fig. 3. Otherwise, repeat the previous procedures.
- Lock the screws of the camshaft toothed wheel at a torque of 20 Nm.
- Remove the locking tools T10050 and 3359.
- Rotate the crankshaft through two revolutions again until it almost reaches the TDC.
- Make sure that the locking tools can be re-inserted and the tensioner mobile indicator remains in its initial position.

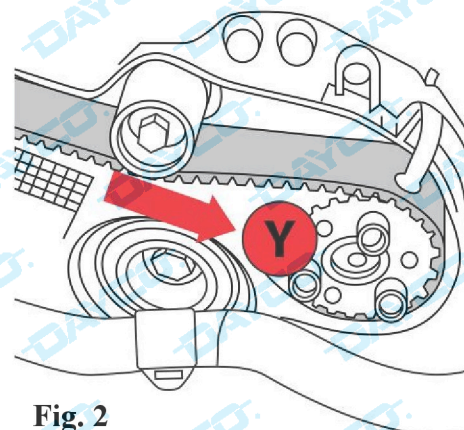


Fig. 2



Fig. 3

Description	OES no.	Dayco no.	Dayco Kit
Timing belt	03L109119E	941033	KTB788
Timing tensioner	03L109243F	ATB2569	
Idler A	03L109244J	ATB2570	
Idler B	03L109244G	ATB2571	
Idler C	03L109244D	ATB2232	
Nut	N01508315	V0018	
Screw	N10444702	V0068	
Screw	N10699901	V0104	
Stud bolt	N90905502	V0113	
Screw	N91176101	V0200	
Screw	N10403203	V0201	
Kit	03L198119		