

Belt Drive Tensioner for Toothed Belt Drive

Manufacturer:

Audi, Seat, Skoda, Volkswagen

Modell:

- **Audi** A3 (8L)
- **Seat** Cordoba (6K), Ibiza III (6K), Ibiza IV (6L), Inca (6K), Leon (1M), Toledo II (1M)
- **Skoda** Fabia (6Y), Octavia (1U)
- **Volkswagen** Bora (1J), Caddy II (9K), Golf IV (1J), New Beetle (1C), Polo Classic (6K), Polo (9N)

Engine:

1.9 TDI, 1.9 SDI
(1996 →)

Engine Code:

- 1.9 TDI AGR, ALH, AHF, ASV
- 1.9 SDI AGP, AQM, ASY, AEY, AYQ

LuK AS Part No.: 531 0440 30

OE-No.:

- 038 109 243
- 038 109 243 D
- 038 109 243 F
- 038 109 243 G
- 038 109 243 H
- 038 109 243 N



Fig. 1: 531 0440 30

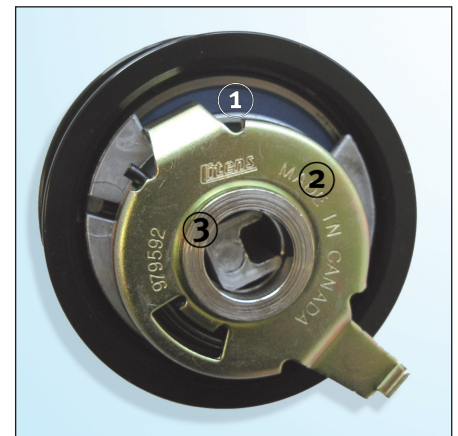


Fig. 2: 531 0440 30

The new belt tensioner differs visually from the previous one in the following ways:

1. Blue sealing ring
2. Light-coloured back (silvery to golden)
3. Shorter spacer on the back
4. Cross-hatching on the eccentric disc of the belt tensioner

The new belt tensioner has a wear indicator for the toothed belt.

This wear indicator consists of crosshatching stamped on the belt tensioner next to the cut-out for adjusting the tension see Fig. 3).



Fig. 3: Cross-hatching

! The belt tensioner 531 0275 30 has been replaced by the belt tensioner with belt wear indicator 531 0440 30.

For further information:

Phone: +44 (0) 14 32 264 264*
 Fax: +44 (0) 14 32 275 146
 Info@LuK-AS.co.uk
 www.Schaeffler-Aftermarket.com
 * Calls from within the UK 08457 001100



Belt Drive Tensioner for Toothed Belt Drive

A new toothed belt is correctly tensioned when the two adjusting notches on the belt tensioner align with the cut-out.

The toothed belt stretches increasingly in operation, with wear. The belt tensioner takes up this "lengthening" of the toothed belt. The two adjusting notches move in the direction of the cross-hatching. To guarantee that this wear indicator functions perfectly, the belt tensioner, idling rollers and toothed belt should always be replaced together. LuK-AS recommends using the belt drive KIT **530 0082 10**, with toothed belt as all the rollers in the toothed belt drive are subject to wear caused by time. If new toothed belts are available in OE-quality LuK-AS recommends using the belt drive SET **530 0082 09**, without toothed belt.

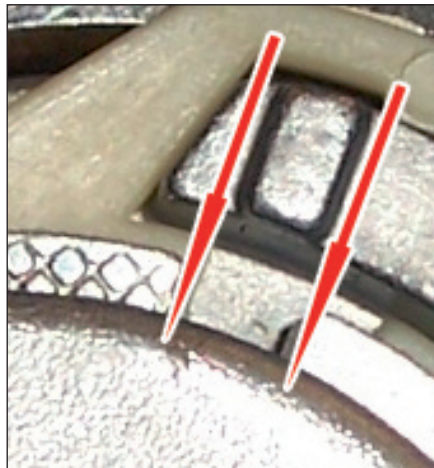


Fig. 4: Both notches are **in** the cut-out (arrows)
This setting is correct!

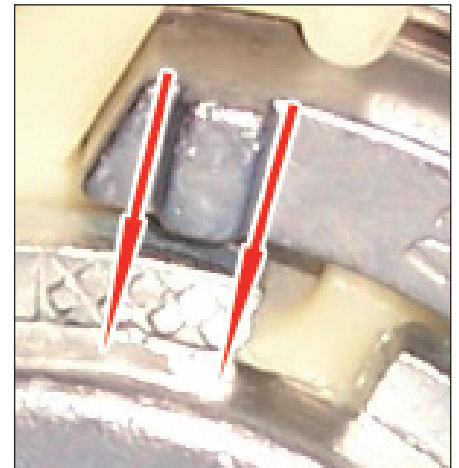
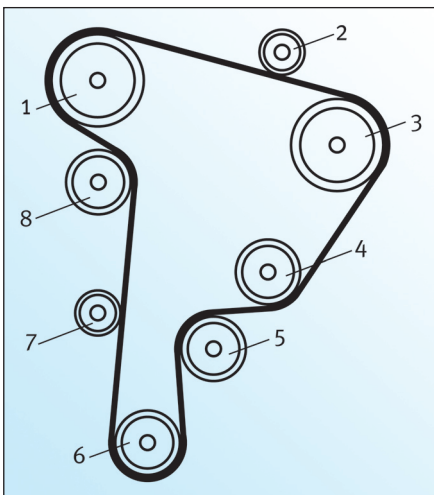


Fig. 5: Both notches are **outside** the cut-out (arrows)
This setting must be corrected!



Spares Required:

No.	Part designation	LuK AS Nr.
1.	Camshaft	
2.	Idling roller	532 0161 10
3.	Injection pump	
4.	Water pump	
5.	Idling roller	532 0111 10
6.	Crankshaft	
7.	Idling roller	532 0165 10
8.	Belt tensioner	531 0440 30

Assembly instructions:

- Only turn the engine in the direction of rotation (clockwise). Never turn the engine anticlockwise in any circumstances.
- If the engine "jumps" past the TDC position, do not "turn it back" in any circumstances! Turn the engine completely once clockwise
- Always turn the engine by the crankshaft pulley bolt.
- Follow the removal and installation instructions of the vehicle manufacturer precisely.

! With these engines it is necessary to set the timing very precisely. Even small inaccuracies can lead to damage to the engine. It is essential to set cylinder 1 at TDC in accordance with the corresponding vehicle manufacturer's instructions!

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Setting the toothed belt tension:

1. Check TDC position of camshaft, crankshaft and injection pump in accordance with manufacturer's instructions

- Never turn the engine in any circumstances with the toothed belt removed
- Set cylinder 1 to TDC before removing the old toothed belt!

2. Fit the new belt tensioner, idling rollers and new toothed belt.

- Clean contact surface of belt tensioner on the engine block.
- Do not use any tools when positioning the toothed belt (e.g. screwdriver). The toothed belt will be damaged. Never spray the toothed belt with lubricant.
- The locking location lug of the belt tensioner backplate must sit correctly in the corresponding hole in the timing cover. During the entire assembly process, take care that the location lug of the belt tensioner is not damaged.
- Tighten belt tensioner until it is fully in contact with the engine block. It must still be possible to turn / apply tension to the belt tensioner easily.

3. Apply tension to toothed belt.

- Turn the tensioner (anticlockwise) with special tool in such a way that both adjusting notches are aligned with the cut-out.
- As the belt tensioner cannot be inspected satisfactorily when installed, use a small mirror for setting it.

4. Tighten belt tensioner.

- Whilst Holding the belt tensioner in position with the special tool, tighten the belt tensioner nut by applying **23 Nm** with a torque wrench! Never overtighten fastening nut in any circumstances.
- Check setting and correct setting if necessary.

5. Check toothed belt tension.

- Remove all the locking tools.
- Turn crankshaft 2 full turns clockwise.
- Set camshaft, crankshaft and injection pump to TDC of cylinder 1 in accordance with manufacturer's instructions. Insert locking tools.
- Use a small mirror to check the setting.
- The two adjusting notches on the belt tensioner must align with the cut-out (see **item 3**). If the belt tensioner is not set correctly, the setting (**item 3**) and the test (**item 5**) must be repeated.

Appropriate spare parts can be found in our on-line catalogue at www.Schaeffler-Aftermarket.com or at www.RepXpert.com.

Issued 11.2007 (replaces 11.2005)
INA 0001

Technical subject to change
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