



## Service Info



# Potential timing belt tensioner stud issues

VAG TDi engines from 1998 - refer to catalogue for full application details

Make: VAG

Models: Audi A3 / A4 / A6  
Seat Altea / Leon / Toledo  
Skoda Octavia / Superb  
Volkswagen Golf / Jetta / Passat /  
Touran

Year: 1998 onwards

Engine: 2.0 TDi

Part Nr: refer to catalogue



M8 to M8 stud



Sheared stud



M8 to M10 stud

Important! Use extreme caution when changing any stud

We have received feedback regarding potential timing belt tensioner stud failure on the above VAG engine variants. VAG recommends replacement of the stud at the toothed belt service change interval (usually at 80,000 miles or 5 years) and the stud is included in their aftermarket kit.

Extreme caution must be taken when removing the stud to ensure that excessive aluminium is not pulled out in the threads of the stud. If this occurs, then a professional repair to the threaded stud hole must be undertaken. It is imperative that the new stud is installed square and true - failing to do this can create a resonance within the tensioner, caused by the resultant misalignment.

**Potentially, the vibration could become so severe that it will shear the new stud causing serious engine damage.**

When installing the new stud, it is vital that it is torqued to the recommended manufacturer torque values. When a 'torque to yield' stud is being replaced, a calibrated angular torque wrench must be used. When torqued correctly the M8 to M10 stud thread must be flush or just below the surface of the cylinder head.



Previous stud hole repair



Tensioner running out of true

Please use vehicle manufacturer recommendations & specifications

**You want more? We can help!**

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