

## Important information for changing the oil pump timing belt

When changing the oil pump timing belt using the products CT1168K6Pro, CT1168WP8Pro, CT1229K2Pro, CT1229WP2Pro or CT1218, additional components also need to be replaced. The same applies when carrying out work using our kits for Audi, Seat, Škoda and VW, i.e. for various 1.6-2.0l TDI common-rail EA288 and EA288 EVO engine models.

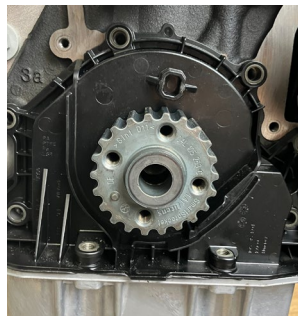
If the oil pump timing belt is being changed on the aforementioned applications, the crankshaft sealing flange must also be replaced (**Figs. 1 and 2**).

If the oil pump is removed, the three fastening bolts (**Fig. 3**) and the sealing ring also need to be replaced. When doing so, please pay attention to the different types of bolt:

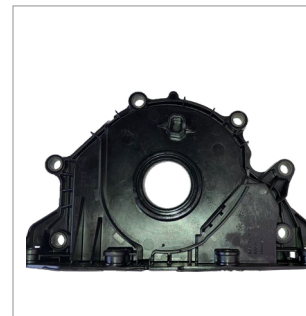
- › Bolts with Torx head (internal): 12 Nm + 180°
- › Bolts with hex head (external): 10 Nm + 180°

It is also imperative to check that the two centering sleeves are fitted (**Figs. 4 and 5**). If there are no centering sleeves already installed then new sleeves must be installed during the installation process. If there are already sleeves installed they can be reused.

**Fig. 1**



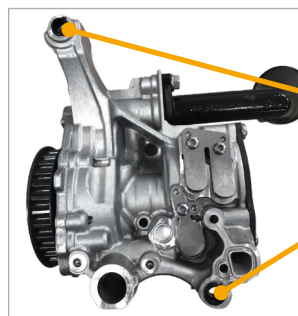
**Fig. 2**



**Fig. 3**



**Fig. 4**



**Fig. 5**

