Telephone:
Fax:
VAT Registration No.:

Important note

NOTE: Timing belt check and replacement intervals are subject to change at any time. To ensure that you are using the most up-to-date and accurate information available connect to Autodata Online. Contact your distributor about connecting to Autodata Online.

Important Note

All service items are vital to the smooth running and reliability of a vehicle, none more so than the timing belt and its associated components. For this reason we have highlighted important information from the manufacturers' service schedules covering the intervals for checks and replacements. Be sure that you make the vehicle owner aware of this information. Industry best practice is to ensure that the vehicle owner is made aware of the importance of replacing the timing belt and its associated components according to the manufacturers' specification. The service history and the use of the vehicle must be considered when deciding the correct course of action. If there is any doubt to the serviceability of the belt and its components, they should be replaced.

Timing belt replacement intervals

- Where possible the recommended intervals have been compiled from vehicle manufacturers' information. In a few instances no recommendation has been made by the manufacturer and the decision to replace the belt must be made from the evidence of a thorough examination of the condition of the existing belt.
- Apart from the visible condition of the belt, which is explained fully in the General Instructions/Toothed Timing Belts section, there are several other factors which must be considered when checking a timing belt:

1. Is the belt an original or a replacement?
2. When was the belt last replaced and was it at the correct mileage?
3. Is the service history of the vehicle known?
4. Has the vehicle been operated under arduous conditions which might warrant a shorter replacement interval?
5. Is the general condition of other components in the camshaft drive, such as the tensioner, pulleys, and other ancillary components driven by the timing belt, typically the water pump, sound enough to ensure that the life of the replacement belt will not be affected?
6. If the condition of the existing belt appears good, can you be satisfied that the belt will not fail before the next check or service is due?
7. If the belt does fail, have you considered the consequences? If the engine is an INTERFERENCE type then considerable expensive damage may well be the result.
8. The cost of replacing a belt as part of a routine service could be as little as 5 to 10% of the repair cost following a belt failure. Make sure your customer is aware of the consequences.
9. If in doubt about the condition of the belt - RENEW it.
10. Refer to the Toothed Timing Belts/Service Replacement section for further information relating to arduous or adverse operating conditions, inspection and service replacement.

Replacement Interval Guide

Replacement Interval Guide

Audi recommend:
A4/A8:
Replacement every 120,000 kilometres (74,564 miles) (tensioner pulley must also be replaced).
A6 ➡ 2000MY:
Replacement every 80,000 miles or 5 years (tensioner pulley must also be replaced).
A6 2001MY ➡ :
Replacement every 80,000 miles or 8 years (tensioner pulley must also be replaced).

NOTE: Audi UK recommend the timing belt is replaced every 5 years.
NOTE: A4/A8 - The vehicle manufacturer publishes this information only in kilometres. The conversion to miles is included for reference purposes only.
The previous use and service history of the vehicle must always be taken into account.

Check For Engine Damage

Check For Engine Damage

CAUTION:This engine has been identified as an INTERFERENCE engine in which the possibility of valve-to-piston damage in the event of a timing belt failure is MOST LIKELY to occur. A compression check of all cylinders should be performed before removing the cylinder head.

Repair Times - hrs

Repair Times - hrs

Remove and install	2,20

Special Tools

Special Tools

- Crankshaft locking tool - No.3242.
- Camshaft locking tool - No.3391.
- Camshaft sprocket puller - No.3032.
- Support guides - No.3369.

Special Precautions

Special Precautions

- Disconnect battery earth lead.
- DO NOT turn crankshaft or camshaft when timing belt removed.
- Remove spark plugs to ease turning engine.

- Turn engine in normal direction of rotation (unless otherwise stated).
- DO NOT turn engine via camshaft or other sprockets.
- Observe all tightening torques.

Removal

Removal

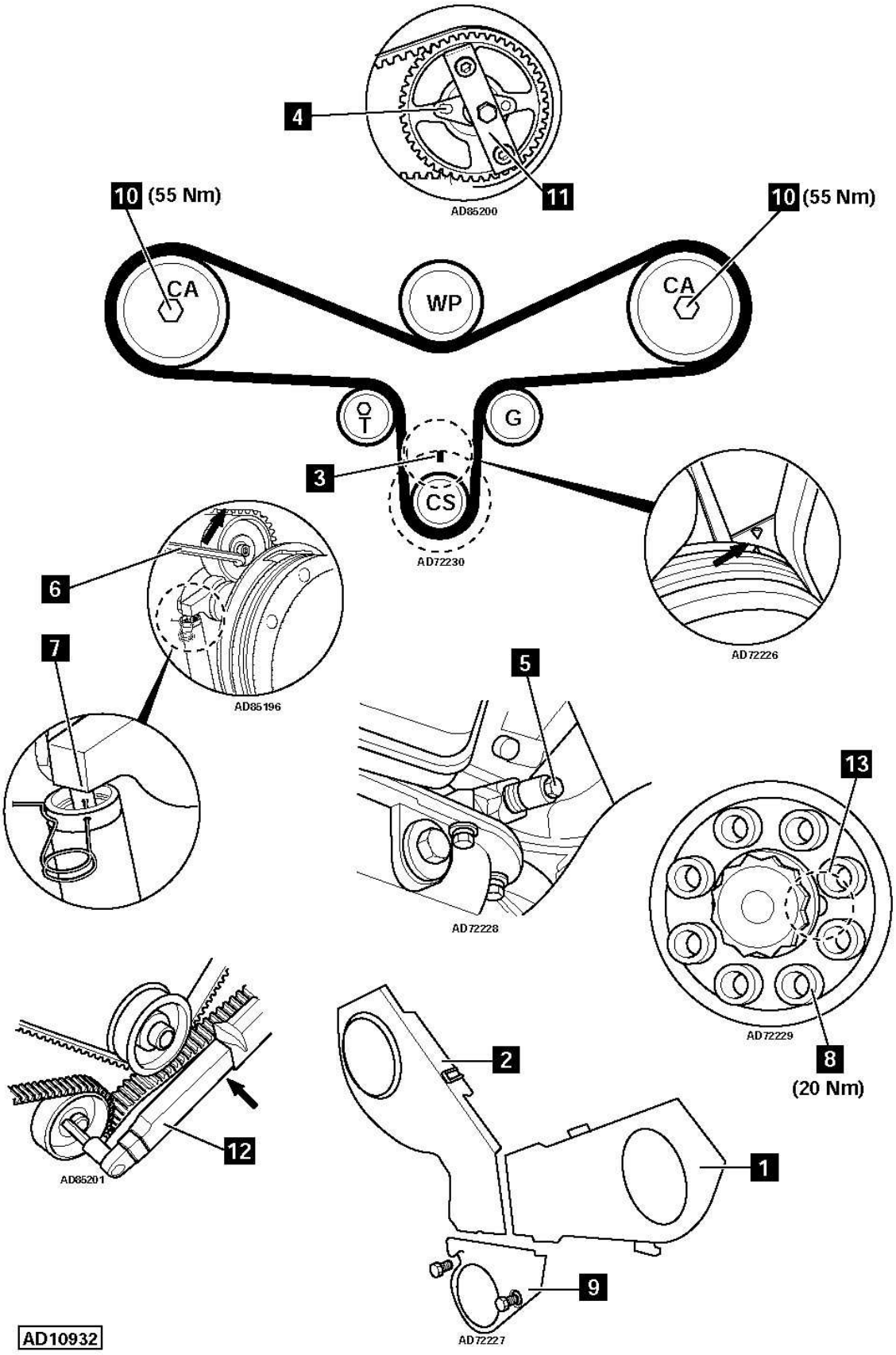
1. Raise and support front of vehicle.
2. A6 1997 ➡ /A4: Move radiator support panel into service position:
   - Remove front bumper.
   - Remove air intake pipe between front panel and air filter.
   - Remove front panel bolts.
   - Install support guides No.3369 in front panel.
   - Slide front panel forward.
   - Refit upper rear bolts in front holes to steady front panel.
3. Remove:
   - Viscous fan (LH thread).
   - Auxiliary drive belt.
   - Timing belt LH and RH covers [1] & [2] .
4. Turn crankshaft clockwise to TDC on No.3 cylinder. Ensure timing marks aligned [3] .
5. Ensure large holes in locking plates of camshaft sprockets face in towards each other [4] .
6. If not: Turn crankshaft one turn clockwise.
7. Remove blanking plug from crankcase. Screw in crankshaft locking tool [5] . Tool No.3242.
   NOTE: TDC hole in crankshaft web must be aligned with blanking plug hole.
8. Remove auxiliary drive belt tensioner.
9. Turn tensioner pulley clockwise until holes in pushrod and tensioner body aligned. Use 8 mm Allen key [6] . Retain pushrod with 2 mm diameter pin through hole in tensioner body [7] .
10. Remove:
    - Crankshaft pulley bolts [8] .
    - Crankshaft pulley.
    - Viscous fan mounting bracket.
11. Timing belt lower cover [9] .
12. Timing belt.

Installation

Installation

1. Remove bolt of each camshaft sprocket [10] .
2. Screw M10 bolt into camshaft to act as support for puller.
3. Remove both camshaft sprockets. Use puller No.3032 [11] .
4. Install:
   - Camshaft sprockets.
   - Locking plates [4] .

5. Lightly tighten bolt of each camshaft sprocket [10] .
6. Ensure camshaft sprockets can turn freely without tilting.
7. Fit timing belt to camshaft sprockets and water pump pulley.
8. Fit locking tool to camshafts. Tool No.3391.
9. Ensure crankshaft locking tool fitted [5] .
10. Fit timing belt to guide pulley, crankshaft sprocket and tensioner pulley.
11. Turn tensioner pulley slightly clockwise. Use 8 mm Allen key [6] . Remove pin from tensioner body to release pushrod [7] .
12. Install torque wrench to hexagon of tensioner pulley.
13. Tension timing belt in anti-clockwise direction to 15 Nm [12] .
14. Remove torque wrench.
15. Tighten bolt of each camshaft sprocket to 55 Nm [10] .
16. Remove:
    - Camshaft locking tool.
    - Crankshaft locking tool [5] .
17. Fit blanking plug.
18. Fit crankshaft pulley. Ensure notches aligned with tab on crankshaft sprocket [13] .
19. Tighten crankshaft pulley bolts to 20 Nm [8] .
20. Install components in reverse order of removal.



Manufacturer: Audi	**Model:** A6 (94-97) 2,8	© Autodata Limited 2010
Engine code: ACK	**Output:** 142 (193) 6000	**Valid forever.** 2015-06-06
Tuned for: R-Cat	**Year:** 1995-97	**V8.500-** Autodata