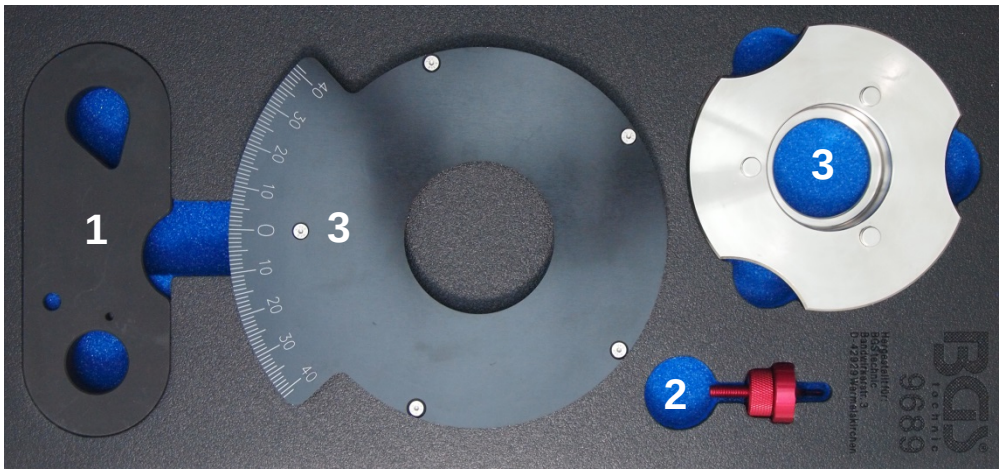
BGS 9689

# Timing Chain Test Tool Set for VAG 1.2 / 1.4 TFSi




## TOOLS

Timing Chain Test Tool Set, to be used as OEM T10550, consisting of the following tools:

**1** Camshaft retainer, to be used as OEM T10550/1
**2** Pointer, to be used as OEM T10550/2
**3** Measuring gauge with crankshaft pulley plate, to be used as OEM T10550/3

## INTENDED USE

This tool set is made to check timing chains on VAG 1.2 and 1.4L TFSi engines.

More information regarding this item and a list of suitable engines and models can be found on our website: www.bgstechnic.com

## SAFETY INFORMATION

- Do not use the tool if parts are missing or damaged.
- Use the tool for the intended purpose only.
- Never place the tool on the vehicle battery. There is a risk of a short circuit.
- Be careful when working with the engine running. Loose clothing, tools and other objects can be caught by rotating parts and cause serious injury.
- Keep children and other unauthorized persons away from the work area.
- Be careful when working on hot engines because of the risk of burn injuries.
- If you remove the ignition key before repairing, you can prevent the engine from being started accidentally and resulting in engine damage.
- This manual serves as a brief guide and does not replace a workshop manual. Always refer to the vehicle-specific service literature, particularly the technical data such as torque values and instructions for disassembly/assembly, etc.
- After repair or before starting the engine, turn a minimum of 2 turns by hand and check the timing again.
- Turn the engine only in the normal direction of rotation (clockwise unless otherwise specified)

Instruction Manual

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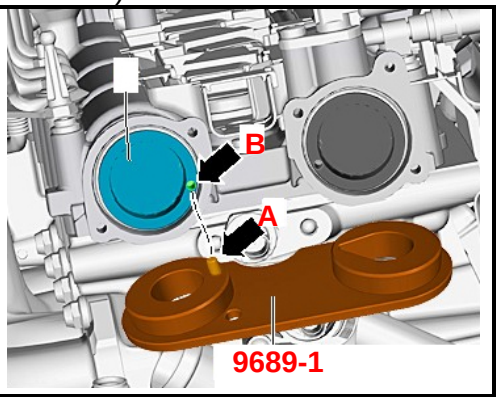
**USE**

When checking the timing chain, the engine oil temperature must be at least 40°C.
Disassemble all required components for this test (see workshop manual).

Remove screws from both camshaft covers.

Remove both camshaft covers from the cylinder head.

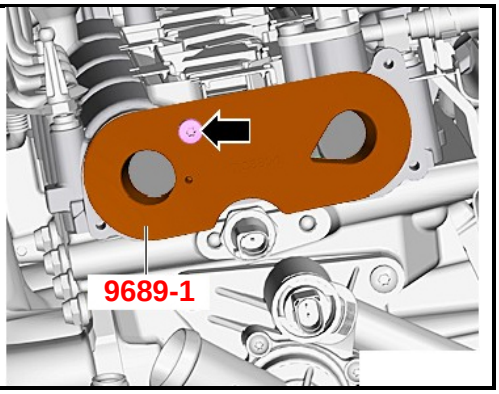
The bore in the exhaust camshaft must be in the position shown (B).



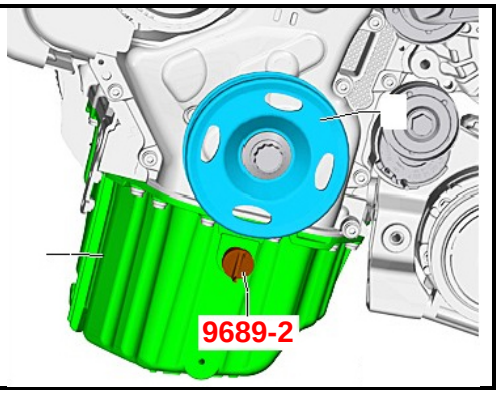

Insert camshaft retainer (9689-1) into camshaft openings until stop.

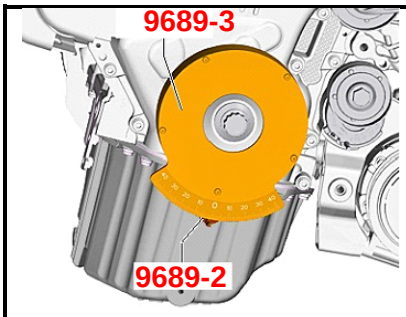
Insert the locking pin (A) into the bore (B) of the exhaust camshaft.

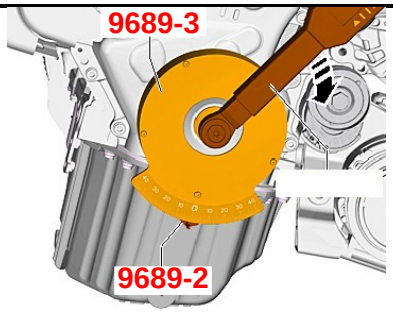
Tighten the camshaft retainer (9689-1) with original camshaft cover bolts by hand.

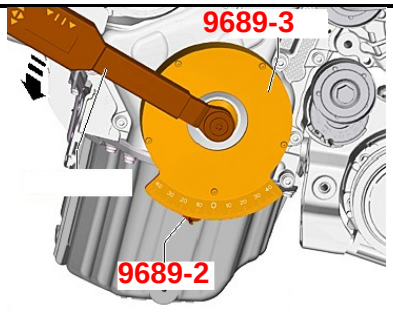



Place the pointer (9689-2), vertically aligned and pointing upwards, into the hole in the oil pan.




Mount the measuring gauge with crankshaft pulley plate (9689-3).
Fit the torque wrench on the crankshaft bolt with the appropriate socket wrench.
Turn the crankshaft clockwise and keep it pressed to 40 Nm.
Adjust the measuring gauge (9689-3) until the »0« points to the pointer (9689-2).
Switch torque wrench to reverse direction and slowly press counterclockwise with 40 Nm.
Read the displayed value on the scale and compare it with the workshop manual.
If a timing chain jump occurs during the test, replace the timing chain.

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