



Measuring and fitting tools for professional belt replacement

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Driving is enjoyable – if your safety is assured. That’s the job of mechanics in the aftermarket business: They maintain and fit products which not only protect the vehicle’s engine from damage but also – and above all – ensure the safety of the driver. A highly responsible job, which has to be carried out with absolute precision. Those wishing to master its challenges in hectic everyday workshop operations need reliable support materials and equipment.

Fitting and maintaining belts to perfection.

Measuring and fitting tools

Power transmission belts are decisive for operating safety. They determine the interplay between the individual components of the belt drive - and accordingly the performance and useful life of the engine. Fitting them correctly is a highly precise operation.

This challenge can be mastered securely and reliably with ContiTech Power Transmission Group products: Replacing belts, checking tension and alignment - in every operation connected with belts ContiTech supports you with the right technical equipment. Our measuring devices and fitting tools are user-friendly and suitable for all standard vehicle types. They are versatile, robust and easy to operate.

The right tension:

Belt Tension Tester

BTT Hz

In the case of timing belts and multi V-belts incorrect tension is the most frequent cause of breakdown. The latest method for testing belt tension is frequency measuring.

The ideal solution for this purpose is the Belt Tension Tester BTT Hz. If you pluck the belt – like the string of a guitar – the microphone system records the vibrations. In response the BTT Hz displays the frequency of the vibrations in hertz. This value can then be compared with the data in the accompanying manual – enabling the tension to be checked and adjusted if necessary. The device only provides a value if all the measurement settings are correct, thus actively preventing measuring errors.

With its two microphones the BTT Hz is not sensitive to ambient noise and accordingly provides especially precise results. A further advantage: The BTT Hz is compatible with all OE brands.

Contents

- > Belt Tension Tester BTT Hz
- > User guide in eight languages
- > 9V battery
- > CE declaration of conformity
- > Quick start guide
- > Data manual with setting values

Technical data

- > Measurement range: 30 to 520 Hz
+/-1Hz<100Hz; +/-1%> 100 Hz
- > Dimensions (LxWxH):
400x300x110mm (case),
100x180x30 (device)
- > Weight: device 1780 g (overall weight),
240 g (device)

Benefits

- > Fast and simple testing of timing belts and multi V-belts
- > Acoustic measurement in hertz
- > Self-test function
- > Double Microphone Technology (DMT) ensures insensitivity to ambient noise
- > An acoustic signal indicates successful measurement
- > Measuring head made of robust ABS plastic
- > The setting values are vehicle-related, which means that the device is also suitable for the belts of other manufacturers

The way it's done

- > Belt tension should always be tested when the engine is switched off.
- > Hold the measuring head transversely across the top of the belt in such a way that one of the two microphones is positioned over the belt and the other one is focused past it. When a successful measurement has been obtained the device emits an acoustic signal.
- > For all standard vehicle types the accompanying data manual indicates the point on the belt where the measurement has to be made.



The full package for belt change operations:

TOOL BOX

One for all: Our TOOL BOX provides the basic equipment for all standard vehicle models. It contains the tools required for maintenance, fitting and removal of power transmission belts. From locking aids via a matching socket wrench set for the camshafts, crankshafts, flywheels and injection pumps of a range of different manufacturers, as well as spanners and counterholders.

Practical: The stethoscope enables bearing noises in the engine to be located with precision. The tools in the TOOL BOX are designed to implement the functions of the original tools of the relevant manufacturers, and cover most standard European vehicles.

Contents

- > Locking tools and pins for camshafts/ crankshafts
- > Stethoscope for locating bearing noises
- > Universal counterholder
- > Manual in 8 languages with tool designations, original part numbers and vehicle applications

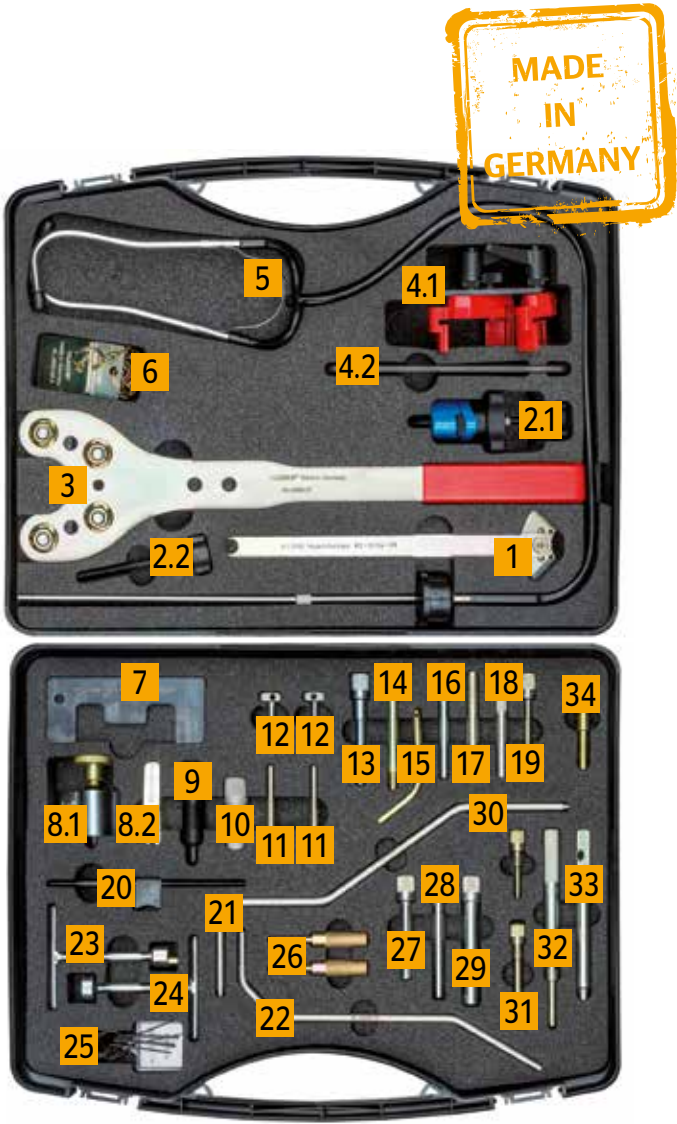
Benefits

- > Top quality tools for professional use
- > Made of strong, premium-quality steel
- > All standard tools immediately at hand
- > Exclusive combination – only available from ContiTech
- > Accessibly laid out in a robust case
- > Tooling ‘Made in Germany’



The way it's done

- > The table on the right-hand page lists the individual tools and their application.
- > Together with TOOL BOX V01 and TOOL BOX Asian Cars they cover all standard vehicle manufacturers.



Art. No. 65 57 237 000
TOOL BOX

Parts list / Area of application

| Item | OE tool no. | Designation | Application | e.g. suitable for: | Article no. |
|------|-----------------------------------|--|--|---|----------------|
| 1 | 3387 (VW), 30009/A (Seat) | Toothed belt chuck key (240 mm long) | For tightening the toothed belt tensioner (With rotating tensioning lever) | VW-Audi, Seat and Skoda | KL-0284-91 |
| 2.1 | | Multilock (blue) | For locking toothed belt pulleys (e.g. camshaft pulley, injection pump pulley) | Universal for engines with one camshaft pulley | KL-0180-21 |
| 2.2 | | Locking screw (100 mm long) | For multilock | | KL-0180-21 |
| 3 | 3036 (VW) | Clamp key (420 mm long, adjustable) | For clamping the toothed belt pulleys against the camshaft, injection pump etc. | VW-Audi, Ford, Opel, Peugeot, Renault, Citroën, Rover, Volvo, Japanese vehicles etc. | KL-0282-31 |
| 4.1 | Mot. 996 (Renault) | Locking tool (red) | For locking the camshafts with double camshaft engines or for locking the camshaft to injection pump pulley. Suitable for toothed belt pulleys with gap of around 5 mm to 60 mm. | Universal | KL-0180-20 |
| 4.2 | | Extension bar | To extend the locking tool KL-0180-20 for toothed belt pulleys with a gap of around 60 mm to 125 mm | e.g. VW-Audi, Ford, Seat, Skoda | KL-0180-201 |
| 5 | | Stethoscope | To locate noises in engines, gears, cogs, bearings etc. | Universal | KL-0140-95 |
| 6 | 3458 (VW) | Setting gauge for V6 camshafts (2 pcs.) | For locking the camshaft | VW-Audi 2.5 TDI V6 and 3.3 TDI V8 diesel engines | KL-0280-92 |
| 7 | 3418 (VW) | Setting gauge for camshaft | For locking the camshaft | VW-Audi, Seat, Skoda 1.9 D, SD, SDI, TD and TDI engines, Ford 1.6 D, 1.9 TD and 1.9 TDI engines, Volvo diesel engines D24, D24T, D24TIC etc. | KL-0280-91 |
| 8.1 | T10050 (VW), 310-085 (Ford) | Locking tool for injection pump and nozzle | For locking the crankshaft | VW-Audi, Ford, Seat, Skoda 3- and 4-cylinder (1.2, 1.4, 1.9 and 2.0* L) TDI pump-nozzle engines (*with round crankshaft pulley) | KL-0280-19 |
| 8.2 | T10008 (VW) | Holding plate | For locking the toothed belt tensioner in initial position | VW-Audi, Ford, Seat, Skoda 3- and 4-cylinder (1.2, 1.4 and 1.9 L) TDI pump-nozzle engines | KL-0280-16 |
| 9 | 3242 (VW) | Locking pin Audi V6 | For locking the crankshaft | VW-Audi V6 petrol and V6 / V8 diesel engines | KL-0280-10 |
| 10 | U-20003 (Seat), 2064 (VW) | Locking pin Ø 15.5 mm | For stopping the injection pump pulley | VW-Audi, Seat, Skoda, etc. | KL-0280-8 |
| 11 | 3359 (VW) | Locking pin Ø 6 x 60 mm | For stopping the injection pump pulley and for positioning the camshaft | VW-Audi, Seat, Skoda, 1.9 D, SD, SDI, TD and TDI (injection pump pulley) and VW-Audi, Ford, Seat, Skoda TDI pump-nozzle engines (camshaft) | KL-1480-16 |
| 12 | 0153-AB (Peugeot) | Locking pin Ø 6 mm, short | For locking the camshaft | Peugeot 1.8 16V and 2.0 16V petrol engines | KL-1480-12 |
| 13 | Mot. 1054 (Renault) | Locking pin Ø 7.9 mm / Ø 11.9 mm | For locking the crankshaft | Renault petrol engines 1.2, 1.2 16V, 1.8, 1.8 16V, 2.0, 2.0 16V and diesel engines 1.6 D, 1.9 D, 1.9 TD, 1.9 dTi, 1.9 dCi, 2.5 D, 2.8 di | KL-1280-233 B |
| 14 | 0132-AB (Peugeot) | Locking pin M8 mm / Ø 6.7 mm | For locking the camshaft | Peugeot diesel engines 1.5 D | KL-1480-13 |
| 15 | 0132-Q (Peugeot) | U-bend locking pin Ø 6 mm | For locking the flypulley | Peugeot diesel engines 1.5 D | KL-1480-11 |
| 16 | 0178-A (Peugeot) | Locking pin A, Ø 7.9 mm | For locking the camshaft | Peugeot diesel engines 2.5 D and 2.5 TD | KL-1380-2220 A |
| 17 | 0153-T (Peugeot) | Locking pin Ø 10 mm / Ø 8 mm | For locking the camshaft | Peugeot petrol engines (TU) and diesel engines (XUD, XUT) | KL-1480-14 |
| 18 | 0178-B (Peugeot) | Locking pin B, Ø 9.5 mm | For locking the injection pump | Peugeot diesel engines 2.5 TD | KL-1380-11 |
| 19 | 0178-C (Peugeot) | Locking pin C, Ø 6 mm | For locking the injection pump | Peugeot diesel engines 1.5 D | KL-1380-2211 A |
| 20 | 0178-E (Peugeot) | Chuck key | For tightening the toothed belt | Peugeot and Toyota | KL-1382-1 |
| 21 | 0153-N (Peugeot) | U-bend locking pin Ø 7.8 mm | For locking the flypulley | Peugeot diesel engines 1.9 D, 1.9 TD, 2.1 D, 2.1 TD, 2.5 TD, 1.8 D, 1.8 TD | KL-1480-15 |
| 22 | 0153-U (Peugeot) | U-bend locking pin Ø 6.8 mm | For locking the crankshaft | Peugeot | KL-1480-10 |
| 23 | 1822149000 (Alfa) | Tensioning tool | For tightening the tensioning pulley of the toothed belt | Alfa Romeo 1.4, 1.6, 1.8 and 2.0 L 16V Twin Spark engines | KL-1682-213 A |
| 24 | 1822154000 (Alfa) | Tensioning tool | For tightening the tensioning pulley of the balancer | Alfa Romeo 1.4, 1.6, 1.8 and 2.0 L 16V Twin Spark engines | KL-1682-214 A |
| 25 | | Gauge for bore holes | For locking the auxiliary belt tensioner | Universal | KL-0180-30 B |
| 26 | 310-018 (Ford) | Locking pin Ø 6 mm | For locking the camshaft or injection pump shaft | Ford diesel engines 1.8 D, 1.8 TD (camshaft + injection pump) and 2.5 D, 2.5 Di, 2.5 TCI (injection pump) | KL-0680-14 A |
| 27 | 303-235 (Ford) | Locking pin Ø 8.3 mm | For locking the camshaft | Ford diesel engines 2.5 D, 2.5 Di, 2.5 TCI | KL-0680-11 A |
| 28 | 310-033 (Ford) | Locking pin Ø 9.5 mm | For locking the injection pump | Ford diesel engines 1.8 D and 1.8 TD (Bosch pump) | KL-0680-12 A |
| 29 | 310-019 (Ford) | Locking pin Ø 12.9 mm | For locking the flypulley | Ford diesel engines 2.5 D, 2.5 Di, 2.5 TCI | KL-0680-13 A |
| 30 | 303-507 (Ford) | Locking pin | For locking the crankshaft | Ford 1.25 (Zetec-SE), 1.4 (Zetec-SE), 1.6 (Zetec-SE), 1.7 (Zetec-S VCT), 1.8 (Duratec-HE) and 2.0 (Duratec-HE) engines e.g. Fiesta, Focus, Puma and Mondeo | KL-0680-17 |
| 31 | 303-574 (Ford) | Locking pin | For locking the crankshaft | Ford 1.6 Zetec-E (Zetec), 1.8 Duratec-DOHC (Zetec), 1.8 Zetec-Z (Zetec), 2.0 Duratec-RS (Zetec), 2.0 Duratec-ST (Zetec) and 2.0 Zetec-E (Zetec) engine | KL-0680-16 A |
| 32 | 303-193 (Ford) | Locking pin for crankshaft | For locking the crankshaft | Ford diesel engines 1.8 D and 1.8 TD | KL-0680-10 |
| 33 | KM-811 (Opel) | Locking pin Ø 11.8 mm / Ø 8 mm | For locking the flypulley | BMW engines M21, M40, M41, M42, M43, M43TU, M44, M47, M47TU, M50, M51, M52, M52TU, M54, M60, M62, M70, M73, S50B30, S50B32, S54, S62) and for Vauxhall/ Opel Omega 2.5 TD | KL-0580-10 |
| 34 | 0153-AA (Peugeot), 13 5 340 (BMW) | Locking pin Ø9.9 mm | For locking the injection pump | BMW 4-cylinder diesel engine (M41), 6-cylinder diesel engine 2.4 D, TD (M21), 2.5 I (M51) and for Vauxhall/ Opel Omega 2.5 TD | KL-0580-11 |

Belt replacement for Asian vehicles:

TOOL BOX Asian Cars

In the case of Asian manufacturers the design of the belt operation varies from other vehicles in some details. This has an impact in particular on the locking tools which are required.

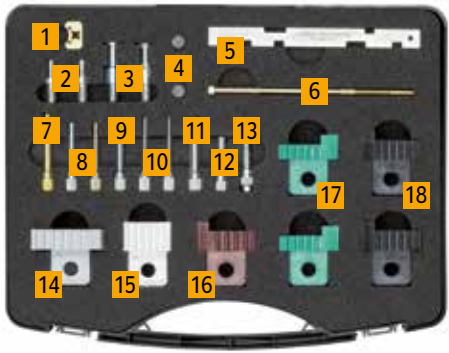
The TOOL BOX Asian Cars contains locking aids and the matching socket wrench sets for camshafts, crankshafts, flywheels and injection pumps.

Contents

- > A range of setting and locking pins
- > Locking tools for the camshaft
- > Multilingual manual with tool designations, original part numbers and vehicle applications

Benefits

- > Top quality tools for professional use
- > Made of strong, premium-quality steel
- > Tooling ‘Made in Germany’
- > For the most common Asian vehicles in Europe
- > Exclusive combination – only available from ContiTech
- > Accessibly laid out in a robust case



Art. No. 65 76 476 000
TOOL BOX Asian Cars

The way it's done

- > The table on the right-hand page lists the individual tools and their application.
- > The TOOL BOX and TOOL BOX V01 provide the ideal supplement, enabling the standard vehicles used in Europe to be covered.

Parts list / Area of application

| Item | OE tool no. | Designation | Quantity | e.g. suitable for: | Article no. |
|------|--|--|----------|---|----------------|
| 1 | MD 998752 Mitsubishi MD 998767 Mitsubishi | Toothed belt chuck key | 1 | Hyundai: Lantra 1.6i, Lantra 1.6 / 1.8 16V, Sonata 2.0 16V Mitsubishi: Colt 1.5 Turbo / 1.8 16V DOHC, Colt 1600 / 1800 DOHC, Lancer 1600 / 1800 DOHC, Lancer 1.8 16V DOHC, Carisma 1.8 GDI / 1.8 16V DOHC | KL-2480-120 |
| 2 | 205-072 Mazda 49UN205072 Mazda 205-072/02 Mazda | Bolt set Ø 7.5 mm | 1 | Mazda: Mazda2 1.2 16V / 1.4 16V / 1.6 16V, Mazda5 1.8 16V, Mazda6 1.8 16 V / 2.0 16V | KL-0282-3121 |
| 3 | MD 998754 Mitsubishi MD 998719 Mitsubishi | Bolt set Ø 18.0 mm | 1 | Mitsubishi: Carisma 1.8, Carisma 1.6 16V / 1.8 16V / 1.8 GDI / 2.0, Colt 1.6 16V / 1.8 16V DOHC, Galant 2.5 V6 24V, Space Runner 1.8 / 2.0, Space Wagon 2.0 TDI, Space Star 1.8 GDI / 2.0, Pajero Pinin 1.6 16V / 1.8 / 1.8 GDI / 2.0 / 2.0 GDI, Lancer 1.6 16V / 1.8 16V DOHC / 2.0, Montero 1.8 GDI / 2.0 GDI | KL-0282-3111 |
| 4 | | Hex screws M8 x 1.25 x 30 | 3 | Mazda: 323 (BA) 2.0 D / (BJ) 2.0 D, 323 (BJ) 2.0 TD, 626 2.0 TD, Premacy 2.0 TD, 6 2.0 TD Suzuki: Vitara 2.0 TD, Grand Vitara 2.0 TD | KL-1480-17 |
| 5 | 49JE01 054 Mazda JE01 054 Mazda 303-376 B Mazda 21-126 Mazda 303-376 Mazda | Setting gauge for camshaft | 1 | Ford: Focus 1.6 Ti-VCT / 1.4 / 1.6 / 1.8 / 2.0 / 1.8 TDdi / 1.8 TDCi / 1.8 D; C-Max 1.6 Ti-VCT / 1.4 / 1.6 / 1.8 / 2.0 / 1.8 TDdi / 1.8 TDCi; C-Max 1.6 Ti-VCT / 1.4 / 1.6 / 1.8 / 2.0 / 1.8 TDdi / 1.8 TDCi; Fiesta Van 1.8 D; Fiesta 1.25 / 1.4 / 1.6 / 2.0 / 1.8 Tdi / 1.8 TDdi / 1.8 TDCi / 1.8 D; Fiesta 1.6i / XR2i / RS1800 / 1.8i; Courier 1.25 / 1.4 / 1.6 / 1.8 Tdi / 1.8 TDdi / 1.8 TDCi / 1.8 D; Fusion 1.25 / 1.4 / 1.6; S-Max 2.0 / 1.8 TDCi; Galaxy 2.0 / 1.8 TDCi; Puma 1.4 / 1.6 / 1.7; Cougar 2.0; Tourneo Connect 1.8 / 1.8 TDCi; Transit Connect 1.8 / 1.8 TDCi; Escort 1.8 D / 1.8 TD / 1.8i / 1.6i; Orion 1.6i / 1.8i Mazda: Mazda2 1.25 / 1.4 / 1.6; 121 1.25; Mazda3 1.8 / 2.0; Mazda6 1.8 / 2.0; Tribute 2.0 Opel: Corsa 1.0 / 1.2; Agila 1.0 / 1.2 | KL-0680-15 A |
| 6 | MD 998738 Mitsubishi | Locking pin for tensioning pulley | 1 | Hyundai: Lantra 1.6i; Lantra 1.6 / 1.8 16V; Sonata 2.0 16V Mitsubishi: Colt 1600 / 1800 DOHC; Lancer 1600 / 1800 DOHC; Galant 2000i; Sapporo; Colt 1.5 Turbo | KL-2480-110 |
| 7 | 07LAG-PT20100 Honda | Locking pin Ø 8.0 mm | 1 | Honda: Accord 1.8 / 2.0 / 2.0i / 2.2 / 2.2 V-TEC / 2.3 / 2.3i; Accord Coupe 2.0 / 2.2; Accord Aerodeck 2.0 / 2.2; Accord Typ R; Prelude 2.0 / 2.2 V-TEC / 2.3i; Shuttle 2.2i / 2.3i Rover: 618, 620, 623 | KL-1780-107 A |
| 8 | 07744-0010400 Honda | Locking pin Ø 6.8 mm | 2 | Honda: Integra Type R; Civic 1.6 Vti / V-Tec; Accord 2.0 16V; Prelude 2.0 16 V Rover: 216 Gti 16V; 416 Gti 16V | KL-1780-104 A |
| 9 | 303-735 Mazda 0194-B Toyota 49 JE02 021 Mazda | Locking pin Ø 7.5 mm | 1 | Citroën: Berlingo 1.6 Hdi; C1 1.4 Hdi; C2 1.4 Hdi; C3 1.4 Hdi / 1.6 Hdi; C4 1.6 Hdi; Xsara Picasso 1.6 Hdi Fiat: Scudo II 1.6 JTD Ford: Fiesta 1.4 TDCi / 1.6 TDCi; Focus 1.6 TDCi; Focus C-Max 1.6 TDCi; Fusion 1.4 TDCi Mazda: Mazda2 1.4 TDCi; Mazda3 1.6 D / 1.6 MZ-CD Peugeot: 206 1.4 Hdi / 1.6 Hdi; 307 1.4 Hdi / 1.6 Hdi; 407 1.6 Hdi Suzuki: Liana 1.4 DDiS Toyota: Aygo 1.0 VVT / 1.4 Di / 1.4 HDi Volvo: C30 1.6 D; S40 1.6 D; V50 1.6 D* | KL-0680-2203 A |
| 10 | 303-732 Mazda 0194-A Toyota 49 JE02 018 Mazda | Locking pin Ø 4.5 mm | 2 | Citroën: Berlingo 1.6 Hdi; C1 1.4 Hdi; C2 1.4 Hdi; C3 1.4 Hdi / 1.6 Hdi; C4 1.6 Hdi; Xsara Picasso 1.6 Hdi Fiat: Scudo II 1.6 JTD Ford: Fiesta 1.4 TDCi / 1.6 TDCi; Focus 1.6 TDCi; Focus C-Max 1.6 TDCi; Fusion 1.4 TDCi Mazda: Mazda2 1.4 TDCi; Mazda3 1.6 D / 1.6 MZ-CD Peugeot: 206 1.4 Hdi / 1.6 Hdi; 307 1.4 Hdi / 1.6 Hdi; 407 1.6 Hdi Suzuki: Liana 1.4 DDiS Toyota: Aygo 1.0 VVT / 1.4 Di / 1.4 HDi Volvo: C30 1.6 D; S40 1.6 D; V50 1.6 D* | KL-0680-2202 A |
| 11 | 303-734 Mazda 49 JE02 020 Mazda 0194-C Toyota | Locking pin Ø 11.0 mm | 1 | Citroën: Berlingo 1.6 Hdi; C1 1.4 Hdi; C2 1.4 Hdi; C3 1.4 Hdi / 1.6 Hdi; C4 1.6 Hdi; Citroën C5 1.4 Hdi / 1.6 Hdi; Xsara 1.6 Hdi; Xsara Picasso 1.6 Hdi Fiat: Scudo II 1.6 JTD Ford: Fiesta 1.4 TDCi / 1.6 TDCi; Focus 1.6 TDCi; Focus C-Max 1.6 TDCi; Fusion 1.4 TDCi Mazda: Mazda2 1.4 TDCi; Mazda3 1.6 D / 1.6 MZ-CD Peugeot: 206 1.4 Hdi / 1.6 Hdi; 307 1.4 Hdi / 1.6 Hdi; 407 1.6 Hdi Suzuki: Liana 1.4 DDiS Toyota: Aygo 1.0 VVT / 1.4 Di / 1.4 HDi Volvo: C30 1.6 D; S40 1.6 D; V50 1.6 D* | KL-0680-2201 A |
| 12 | 49JE01061 Mazda | Locking pin Ø 7.95 mm | 1 | Ford: Focus 1.25 / 1.4 / 1.6 / 2.0; C-Max 1.25 / 1.4 / 1.6 / 2.0; Fusion 1.25 / 1.4 / 1.6 / 2.0; Fiesta 1.25 / 1.4 / 1.6 / 2.0 Mazda: Mazda2 1.2 16V / 1.4 16V / 1.6 16V | KL-0680-18 |
| 13 | JE02 061 Mazda | Locking pin Ø 7.9 mm | 1 | Ford: Focus 1.6 Ti-VCT / 1.4 / 1.6; C-Max 1.6 Ti-VCT / 1.4 / 1.6; Mondeo 1.6 Ti-VCT; Fiesta 1.25 / 1.4 / 1.6; Courier 1.25 / 1.4 / 1.6; Fusion 1.25 / 1.4 / 1.6; S-Max 2.0; Galaxy 2.0 Mazda: Mazda2 1.25 / 1.4 / 1.6 | KL-0680-2401 A |
| 14 | | Locking tool for camshafts Kia 2.9 TD | 1 | Kia: Carnival Diesel (1998->) | KL-1880-101 |
| 15 | | Locking tool for camshafts | 1 | Mazda: 626 1.8, 2.0 (1992->); 323 1.8, 2.0 (1998->); Premacy 1.8, 2.0 (1999->) | KL-2580-101 |
| 16 | | Locking tool for camshafts Mitsubishi | 1 | Mitsubishi: Space Wagon (1997->) | KL-2480-103 |
| 17 | | Locking tool set | 1 | Mitsubishi: Galant 2.5 24V (1997->) / 4x4 (1991->); Sigma 3.0 24V (1991->) | KL-2480-102 |
| 18 | | Locking tool set | 1 | Mitsubishi: Carisma (1996->); Galant 2.0 GTI (1991->); Space Star (1997->) | KL-2480-101 |
| | | Plastic case | 1 | | |

Changing timing belts in Audi, Seat, Škoda & VW cars:

TOOL BOX V01

Audi, Seat, Škoda and Volkswagen cars have special features which are relevant to the workshop: For example, with some engines the multi V-belt is mounted across the alternator. This means that a specific tensioning wrench is required for the alternator.

For this purpose ContiTech has developed its TOOL BOX V01, which contains all the necessary locking aids, tensioning and retaining tools for the replacement and maintenance of belts.

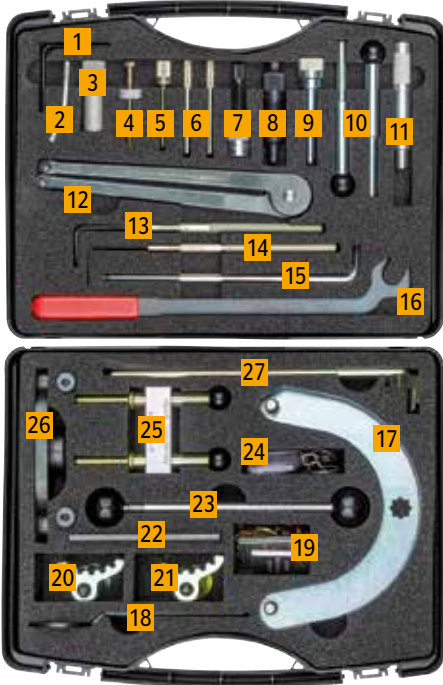
Contents

- > Locking tools and retaining pins for crankshafts / camshafts

- > Counterholder for tensioning pulleys
- > Multilingual manual with tool designations, original part numbers and vehicle applications

Benefits

- > Top quality tools for professional use
- > Made of strong, premium-quality steel
- > Tooling ‘Made in Germany’
- > The main standard tools for Volkswagen engines always at hand
- > Exclusive combination – only available from ContiTech
- > Accessibly laid out in a robust case



Art. No. 65 03 700 000
TOOL BOX V01

Video guide to the use of TOOL BOX V01:

A QR code is provided for a video guide on the use of the TOOL BOX V01.

The way it's done

- > The table on the right-hand page lists the individual tools and their application.
- > Recommended extra: large counterhold VW OE No. 3036. This is part of the TOOL BOX (see P. 8).
- > The TOOL BOX and TOOL BOX Asian Cars provide the ideal supplement, enabling the standard vehicles used in Europe to be covered.

Parts list / Area of application

| Item | OE tool no. | Designation | Seat | Škoda | VW | Audi | Article no. |
|------|--|---|---|--|---|---|----------------|
| 1 | T10060, T10060A, T20167 | Fixing pin Ø 4.0 mm for tightening roller | Alhambra 2.0 TDI PD, Altea 1.6/2.0 TDI PD, Altea/XL 1.9/2.0 TDI PD/2.0 FSI, Cordoba 1.4 TDI PD, Ibiza 1.4 TDI PD, Leon 1.6/1.9/2.0 TDI PD/2.0 FSI, Toledo 1.6/1.9/2.0 TDI PD SOHC/2.0 FSI | Fabia 1.4 TDI PD, Fabia II 1.9 TDI PD, Octavia II 1.9 TDI PD/2.0 FSI/2.0 vRS/2.0 TDI PD DOHC, Roomster 1.9 TDI PD, Superb II 1.9/2.0 TDI PD SOHC | Miscellaneous 1.2/1.4/1.6/1.9/2.0 FSI/GTI/TFSI/TD/TDI | A3 1.9/2.0 TDI PD SOHC/2.0 TDI PD DOHC/2.0 TDI CR/2.0 TFSI, A3 Cabrio 2.0 TDI CR, A4 1.8 Turbo/2.0/2.0 TDI PD DOHC, A6 1.8 Turbo/2.0/2.0 TDI PD DOHC, TT 1.8 Turbo/2.0 TFSI | KL-0280-222 |
| 2 | T10008 | Fixing tool for tightening damper | Alhambra 1.9 TDI PD, Leon 1.9 TDI PD, Toledo 1.9 TDI PD | Fabia 1.9 TDI PD, Octavia 1.9 TDI PD | Beetle, Golf/Bora, Lupo 3L, Passat 1.2/1.4/1.9 TDI PD, Polo, Sharan | A2 1.2 TDI PD, A3 1.9 TDI PD, A4 1.8 Turbo/2.0, A6 1.8 Turbo/2.0 | KL-0280-16 |
| 3 | 2064 | Fixing pin Ø 15.5 mm for the injection pump pulley | | | Caddy, Golf/Vento, Passat 1.7/1.9 SDI/TD/TDI, Polo Classic | | KL-0280-8 |
| 4 | T10092, T20046 | Setting screw for tightening roller | Cordoba 1.8 Turbo, Ibiza 1.8 Turbo, Leon 1.8/Turbo/Cupra R, Toledo 1.8/Turbo | | | A2 1.2 TDI PD, A3 1.9 TDI PD, TT 1.8 Turbo | KL-0280-6013 A |
| 5 | 3204 | Fixing pin Ø 4.4 mm for tightening roller | | | Passat 1.6/2.0 | | KL-0280-2501 |
| 6 | 3359, T20102 | Locking pin Ø 6.0 mm long for camshaft | Alhambra 1.9 TDI PD/2.0 TDI PD, Altea/XL 1.9/2.0 TDI, Cordoba 1.4 TDI PD, Ibiza 1.4 TDI PD, Leon 1.9 TDI/2.0 TDI, Toledo 1.9 TDI | Fabia 1.4 TDI PD/1.9 TDI PD/1.9 TDI PD vRS, Fabia II 1.9 TDI PD, Octavia 1.9 TDI/1.9 TDI PD, Octavia Tour 1.9 TDI PD, Octavia II 1.9 TDI PD/2.0 TDI PD DOHC, Roomster 1.9 TDI PD, Superb 1.9 TDI PD, Superb II 1.9/2.0 TDI PD SOHC | Beetle, Caddy, Eos 1.2/1.4/1.9/2.0 SDI/TDI PD/1.9 D/TD, Fox, Golf/Bora, Jetta, Lupo 3L, Passat, Polo, Polo Classic, Sharan, Tiguan 2.0 TDI CR, Touran, Transporter, Vento | A2 1.2 TDI PD, A3 1.8/Turbo/1.9 TDI/1.9 TDI PD/1.9/2.0 TDI PD SOHC/2.0 TDI PD/2.0 TDI PD DOHC/2.0 TDI CR, A3 Cabrio 2.0 TDI CR, A4 1.9 TDI PD/1.9/2.0 TDI PD SOHC/2.0 TDI PD DOHC, A6 1.9 TDI PD/2.0 TFSI/2.0 TDI PD DOHC | KL-1480-16 |
| 7 | T10385 | Set of screwdrivers | | | | A3 2.0 TDI CR, A3 Cabrio 2.0 TDI CR | KL-4031-3610 |
| 8 | 3242 | Locking pin for crankshaft | | | V6 petrol and V6/V8 diesel engines | V6 petrol and V6/V8 diesel engines | KL-0280-10 |
| 9 | T50009 | Crankshaft fixing pin, Ø 16.0 mm, Ø 10.0 mm, Ø 7.5 mm | | | Crafter 2.5 TDI | | KL-0280-2601 |
| 10 | T10074 | Set of fixing bolts for camshaft | | | Beetle, Caddy 1.4/1.6 16V/1.4 FSI 16V, Golf/Bora, Lupo, Polo | | KL-0280-21 |
| 11 | 3313 | Dial adapter, 85.0 mm; M10x1 | | | Transporter 2.5 TDI | | KL-0129-14 |
| 12 | 3212 / T3212 | Holding tool, face spanner 14-100 mm | | Superb 1.9 TDI PD | Crafter 1.9/2.0/2.5 TDI PD, Passat | A4 1.9 TDI PD, A6 1.9 TDI PD | KL-0149-131 |
| 13 | T40098 | Fixing pin Ø 4.0 mm for tightening roller | | | | A4 2.0 TFSI, A6 2.0 TFSI | KL-0280-221 |
| 14 | T10265 | Fixing pin Ø 2.5 mm for tightening roller | Altea/XL 1.9/2.0 TDI PD SOHC/2.0 TDI PD FR DOHC, Leon 1.9/2.0 TDI PD SOHC/2.0 TDI PD FR DOHC, Toledo 1.9/2.0 TDI PD SOHC | Fabia II 1.9 TDI PD, Roomster 1.9 TDI PD, Superb 1.9 TDI PD, Superb II 1.9/2.0 TDI PD SOHC | Caddy, Eos, Golf, Golf Plus, Jetta, Passat, Tiguan 2.0 TDI CR, Touran, Transporter 1.9/2.0 TDI PD | A3 1.9/2.0 TDI PD SOHC/2.0 TDI CR, A3 Cabrio 2.0 TDI CR | KL-0280-2201 A |
| 15 | T10264 | Fixing pin for tightening roller | Altea/XL 1.9/2.0 TDI PD SOHC/2.0 TDI PD FR DOHC, Leon 1.9/2.0 TDI PD SOHC/2.0 TDI PD FR DOHC, Toledo 1.9/2.0 TDI PD SOHC | Fabia II 1.9 TDI PD, Roomster 1.9 TDI PD, Superb 1.9 TDI PD, Superb II 1.9/2.0 TDI PD SOHC | Caddy, EOS, Golf, Golf Plus, Jetta, Passat, Tiguan 2.0 TDI CR, Touran, Transporter 1.9/2.0 TDI PD | A3 1.9/2.0 TDI PD SOHC/2.0 TDI PD DOHC/2.0 TDI CR, A3 Cabrio 2.0 TDI CR | KL-0280-2202 A |
| 16 | T10241 | Tool for multi V-belt tensioner | | | Transporter 2.0 | | KL-0284-92 |
| 17 | U40050 | Chuck key for generator | Cordoba 1.4 TDI PD, Ibiza 1.4 TDI PD | | | A3 2.0 TDI PD DOHC | KL-0284-15 |
| 18 | 3355 | Wrench 32.0 mm for tightening roller | | | Crafter 2.5 TDI, Transporter T4 2.5 TDI | A6 2.5 TDI | KL-0284-17 |
| 19 | 3458 | Setting gauge for camshaft | | | 2.5 TDI V6 Motoren | 2.5 TDI V6 and A8 3.3 TDI V8 | KL-0280-92 A |
| 20 | T10050 | Camshaft arrester | Alhambra 1.9 TDI PD, Altea 2.0 TDI PD, Altea/XL 2.0 TDI PD FR DOHC, Cordoba 1.4 TDI PD, Ibiza 1.4 TDI PD, Leon 1.9 TDI PD/2.0 TDI PD FR DOHC, Toledo 1.9 TDI PD/2.0 TDI PD | Fabia 1.4 TDI PD/1.9 TDI PD/1.9 TDI PD vRS, Fabia II 1.9 TDI PD, Octavia 1.9 TDI PD, Octavia II 1.9 TDI PD/2.0 TDI PD DOHC, Octavia Tour 1.9 TDI PD, Roomster 1.9 TDI PD, Superb 1.9 TDI PD | Beetle, Caddy 1.2/1.4/1.9/2.0 TDI PD, Fox, Golf/Bora, Jetta, Lupo 3L, Passat, Polo, Sharan, Tiguan 2.0 TDI CR, Touran, Transporter | A3 1.9 TDI PD/2.0 TDI PD/2.0 TDI PD DOHC/2.0 TDI CR, A3 Cabrio 2.0 TDI CR, A4 1.9 TDI PD/2.0 TDI PD DOHC, A6 1.9 TDI PD/2.0 TDI PD DOHC | KL-0280-19 |
| 21 | T10100 | Camshaft arrester | Alhambra 2.0 TDI PD, Altea/XL 1.9/2.0 TDI PD SOHC/2.0 TDI PD FR DOHC, Leon 1.9/2.0 TDI PD SOHC/2.0 TDI PD FR DOHC, Toledo 1.9/2.0 TDI PD SOHC | Octavia II 1.9 TDI PD/2.0 TDI PD DOHC, Superb II 1.9/2.0 TDI PD SOHC | Caddy, Eos, Golf, Golf Plus, Jetta, Passat, Sharan, Touran, Transporter 1.9/2.0 TDI PD | A3 1.9/2.0 TDI PD SOHC, A4 1.9/2.0 TDI PD SOHC/2.0 TDI PD DOHC, A6 2.0 TDI PD DOHC | KL-0280-20 |
| 22 | 3418, 2065A, MP 1-312 | Setting rule for camshaft | | Octavia 1.9 TDI | Caddy, Crafter 1.7/1.9/2.5 SDI/TDI/D/TD, Golf/Vento, Passat, Polo Classic, Transporter | A3 1.9 TDI | KL-0280-91 |
| 23 | 3369, 3411 | Set of guide bolts | | Superb 1.9 TDI PD | | A4 1.8 Turbo/2.0/2.0 TFSI/1.9 TDI PD/1.9/2.0 TDI PD SOHC/2.0 TDI PD DOHC, A6 1.8 Turbo/2.0/2.0 TFSI/1.9 TDI PD/2.0 TDI PD DOHC | KL-0286-110 |
| 24 | T40011/ T10115 | Fixing pins 0.8 mm -1.9 mm (6 pcs) and Ø 2.4 mm for tightening damper | Alhambra 1.9 TDI PD/2.0 TDI PD, Altea 2.0 TDI PD, Altea/XL 2.0 TDI PD FR DOHC, Cordoba 1.4 TDI PD, Ibiza 1.4 TDI PD, Leon 1.9 TDI PD/2.0 TDI PD FR DOHC, Toledo 1.9 TDI PD/2.0 TDI PD | | Beetle, Caddy 1.4/1.9/2.0 TDI PD, Fox, Golf/Bora, Jetta, Lupo, Polo, Passat, Sharan, Touran, Transporter | TT 1.8 Turbo A3 1.9 TDI PD/2.0 TDI PD, A4 1.9 TDI PD/1.9/2.0 TDI PD SOHC/2.0 TDI PD DOHC, A6 2.0 TDI PD DOHC/1.9 TDI PD | KL-0180-30 A |
| 25 | T10016 | Camshaft arrester | Arosa 1.4 16V, Cordoba 1.4 16V, Ibiza 1.4 16V, Inca 1.4 16V, Leon 1.4/1.6 16V, Toledo 1.4/1.6 16V | | Beetle, Caddy 1.4/1.6 16V/1.4 FSI 16V, Golf/Bora, Lupo, Polo | | KL-0280-17 |
| 26 | T10098 / T10098 A | Setting rule for camshaft | | | Beetle 1.7/1.9 SDI/TDI, Caddy, Golf/Bora, Golf/Vento, Polo Classic | | KL-0280-93 |
| 27 | 3387, Matra V159, T10020, T20197, U-30009A | Pin wrench for tightening roller | Alhambra 1.9 TDI PD/2.0 TDI PD, Altea 1.6/2.0 TDI PD, Leon 1.6/1.9 TDI PD/2.0 TDI PD FR DOHC, Toledo 1.6/1.9 TDI PD/2.0 TDI PD | Fabia 1.4 TDI PD/1.9 TDI PD/1.9 TDI PD vRS/2.0, Octavia 1.6/1.9 TDI PD/2.0, Octavia II 1.6/1.9 TDI PD/2.0 TDI PD DOHC, Octavia Tour 1.9 TDI PD, Superb 1.9 TDI PD | Miscellaneous 1.2/1.4/1.7/1.9/2.0 SDI/D/TD/TDI/FSI and 1.6/2.0/2.0 FSI | A2 1.2 TDI PD, A3 1.6/1.9 TDI PD/2.0 TDI PD, A4 1.8 Turbo/1.9 TDI PD/2.0/2.0 TFSI/2.0 TDI PD DOHC, A6 1.8 Turbo/1.9 TDI PD/2.0/2.0 TFSI/2.0 TDI PD DOHC | KL-0284-91 |



Maintaining and changing overrunning alternator pulleys: TOOL BOX OAP

Overrunning alternator pulleys (OAP) reduce vibrations in the accessory drive, thus extending the operating life of the belts and accessory drives and minimising running noise.

For alternators vehicle manufacturers use overrunning alternator pulleys and overrunning alternator decouplers (OAD), which reduce vibrations even more. The overrunning alternator pulley is a further development of the rigid belt pulley on the alternator. Thanks to its overrunning clutch it damps the vibrations which are generated by cyclic irregularities in the crankshaft during belt operations. It also enables the engine speed to be reduced rapidly in the event of sudden load changes. An alternative design is the overrunning alternator decoupler, which also offers a damping function.

However, to make sure that these operate correctly they have to be fitted with total precision. The TOOL BOX OAP contains two combination wrenches with socket heads as counterholders and cap nuts. These offer excellent leverage with minimal exertion of force for the fitting and dismantling of OAPs and OADs.

Prepared for anything: With TOOL BOX OAP the 'One for all' principle applies. The reason: The socket heads have functional dimensions and are suitable for all standard alternators.

Contents

- > 12-part toolset:
 - two combined alternator wrenches
 - six socket heads as counterholders for the belt pulley shaft

- four cap nuts for releasing and tightening the central nuts

Benefits

- > One for all: Fits all standard overrun pulleys
- > Parts can be combined in different ways
- > Top quality tools for professional use
- > Tooling 'Made in Germany'
- > Made of strong, premium-quality steel
- > Accessibly laid out in a robust case
- > An alternative to original tools



Video guide to the use of TOOL BOX OAP:



The way it's done

- > Normal belt pulley or overrunning alternator pulley? Overrunning alternator pulleys and overrunning alternator decouplers can be identified by their cover caps. Belt pulleys have no cover caps.
- > Overrunning alternator pulleys and overrunning alternator decouplers must only be operated with cover caps.
- > Tip: Defective OAPs can be identified by the flapping belt or blocked overrunning pulley.
- > Tip: OAPs are often fitted very tightly at the factory. Inferior quality tools can easily break during dismantling operations, which is why premium-quality tools are essential for this purpose.

Everything aligned: LASER TOOL

With a multi V-belt drive imprecisely aligned belt pulleys can be identified by typical noises. But neither the eyes nor the ears can locate where the offset or angular misalignment is affecting the serpentine drive. The LASER TOOL locates these alignment errors.

By multiple measurements in various directions and focusing on a number of drive pulleys even the slightest misalignment can be diagnosed with precision. Regardless of whether plastic or metal is involved: The alignment gauge does not require a conventional magnetic bracket, and can therefore do just as good a job on plastic as on metal.

Contents

- > Laser tool with bracket for attachment on the belt pulley
- > Laser glasses
- > Alignment gauge and calibration tool
- > User guide
- > Battery

Benefits

- > Reliable identification of alignment errors
- > Easy to use
- > Bracket without magnet - suitable for plastic pulleys
- > Also suitable for pulleys which are difficult to access



The way it's done

- > You position the laser on the ribs of one belt pulley and direct the laser beam at the opposing pulley.
- > The LASER TOOL is classified as a non-hazardous Class IIIa laser. The enclosed glasses are not safety goggles but are intended to enhance the brightness of the laser.

Video guide
to the use of the
LASER TOOL:



Art. No. 67 57 610 000
LASER TOOL



Art. No. 67 76 956 000
UNI TOOL ELAST

Fitting elastic belts: UNI TOOL ELAST

Elastic belts have a special tensile member and are only used in certain kinds of engine. As a result a special tool is required for this purpose, because in many vehicles this is the only way to fit an elastic belt without damage.

The UNI TOOL ELAST is a universal tool for elastic multi V-belts and enables the fitting of a wide range of these belts. ContiTech offers TOOL kits with disposable tools for vehicles to which this tool is not suited.

The UNI TOOL ELAST consists of a special tool for pre-tensioning the belt and fitting it onto the belt pulleys. The special feature is that thanks to its design it fits almost any belt pulley, even those

without indentation, and some double pulleys.

The screw which is supplied ensures that the tool can't slip off, and it guides the UNI TOOL ELAST in fitting the belt. The strap which is also supplied enables the belt to be removed simply, fast and above all without damage.

Contents

- > Universal fitting tool
- > Drive screw
- > Strap for removing the belt without damage
- > User guide

Benefits

- > Low-cost alternative to expensive special tools
- > Enables elastic belts to be removed without damage
- > Easy to use
- > Covers a large range of vehicles - also for use on flat pulleys without indentation



Video guide
on using the
UNI TOOL ELAST:



The way it's done

- > The ContiTech ELAST TOOL F01 is also available for changing the elastic multi V-belt in some Ford and Volvo models.

Changing the elastic multi V-belt in Ford and Volvo cars: ELAST TOOL F01

Difficult, but not impossible: In some Ford and Volvo engines elastic multi V-belts cannot be fitted using universal tools – the belt slides off the water pump's flangeless pulley in the process. ELAST TOOL F01 offers workshops the right special tool for the job.

They can use this to replace the alternator belt without problems in the Ford Focus, C-Max, Mondeo 1.4/1.6 l and Volvo S40, C30 and V50 1.6 l gasoline engines.

The second, shorter belt – for the air-conditioning compressor or the servo pump, depending on the car – can be changed using the fitting tool from the relevant Multi-V Belt + Tool Kit or the UNI TOOL ELAST universal tool.

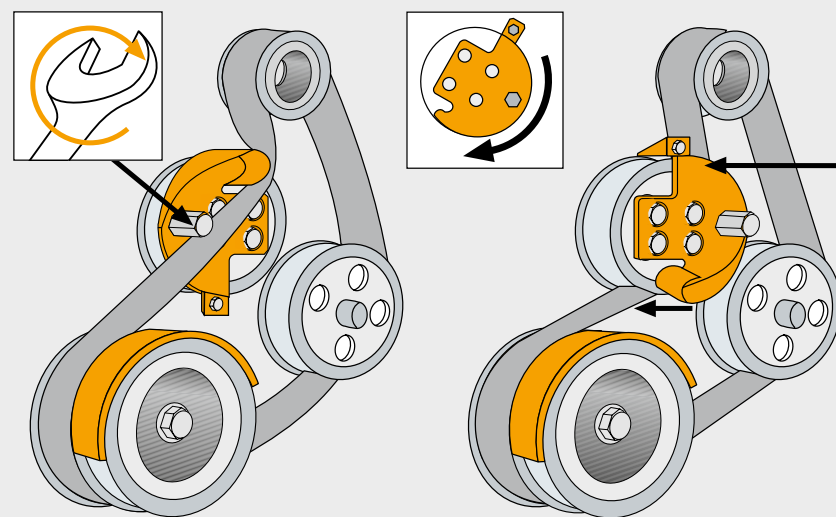
Contents

- > Fitting tool for fitting on the water pump pulley
- > Hoop guard for the crankshaft pulley
- > User guide

Benefits

- > Prevents damage to the belt or belt pulley
- > Installation in accordance with manufacturer's specification

Easy fitting:



The way it's done

- > Matching tool for fitting the alternator belt:
 - Complete package Elast Multi-V Belt + Tool or
 - UNI TOOL ELAST

Download detailed fitting instructions:



Precise measuring: Length gauge



Art. No. 67 79 009 000
Length gauge

Measuring belt length quickly and precisely: With the ContiTech length gauge. For both V-belts and multi V-belts, either direct from the factory or freshly dismantled, their precise length can be measured quickly and simply using the length gauge, which is suitable for all standard belt profiles.

Here's how it's done: Insert the belt, apply tension and read the exact value from the lower scale.

Suitable for AVP10, AVX10, AVP13, AVX13 V-belt profiles and multi V-belts with a PK profile.

Measurement range: 360-2520 mm.

The way it's done

- > Elastic multi V-belts can shrink if they are stored for a long time. When they are fitted the amount by which they have shrunk is automatically offset. For this reason there is basically no point in measuring elastic belts.

Benefits

- > Easy to use
- > Easy reading of measurement
- > Reliable measurement values
- > For V-belts and multi V-belts

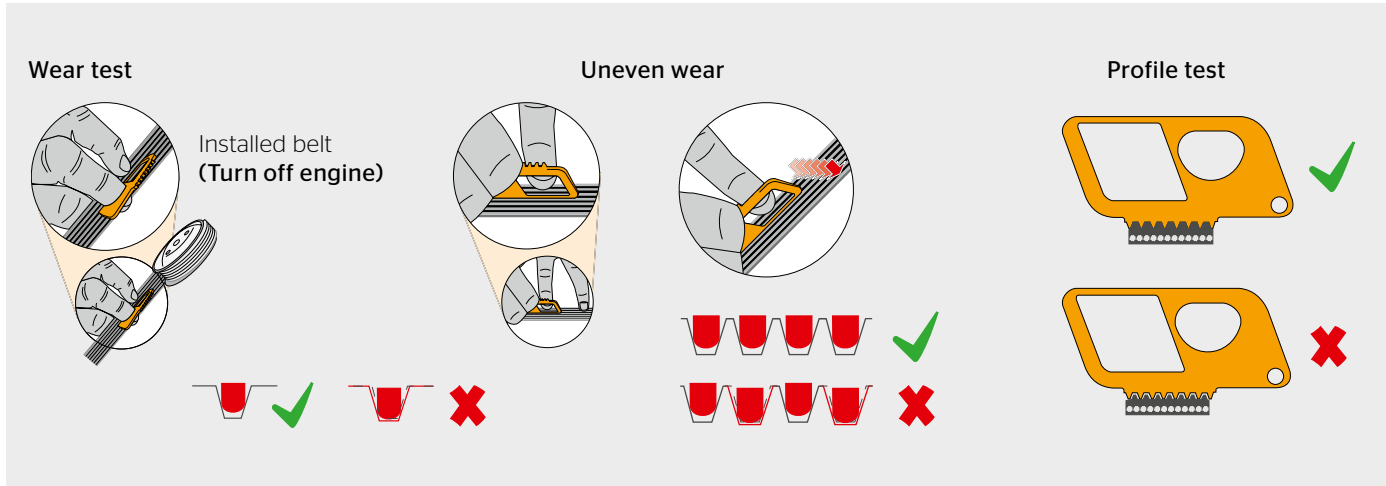
Identifying wear: Belt Wear Tester

In the past tiny cracks on the belt showed that it had to be replaced. Today wear and tear is no longer indicated by cracks in the rubber but by ribs which become increasingly thin. However, these can't normally be identified with the naked eye.

The Belt Wear Tester, on the other hand, enables you to detect wear and tear on multi V-belts quickly and reliably. Simply draw the Belt Wear Tester along the grooves of the motionless belt. If its teeth

run smoothly along the grooves then everything is okay. If the teeth get caught, don't run smoothly or if there is too much play on the Belt Wear Tester, the structure of the belt is defective. The cause could be faulty or misaligned belt pulleys, or simply old age. Whatever the cause, the belt has to be replaced.

Video guide on using the Belt Wear Tester:



On request
Belt Wear Tester in original size

The way it's done

- > The Belt Wear Tester must only be used when the engine is switched off or the belt has been removed.
- > Practical: The small hole enables the Belt Wear Tester to be fitted to any keyring, or attached to a key ring where it is clearly visible in the workshop to everybody.

The way it's done

Practical tips

Changing power transmission belts is an everyday part of workshop operations, but there are a number of things to keep in mind. We've summarized the main points.

Timing drive

- > Tensioning and idler pulleys are also subject to wear and tear and should be replaced when the belt is changed.
- > Instructions for installation should be followed.
- > Make sure the right type of profile is used.
- > With vehicles in which the timing belt also drives the water pump, the pump should always be replaced at the same time.
- > Timing belts should only be changed when the motor has cooled down.
- > Timing belts, tensioning and idler pulleys as well as water pumps are sensitive precision parts. Force should not be used during fitting or removal.
- > When screws are tightened, the right amount of torque should always be used.
- > Do not use any sprays or chemicals to reduce belt noise.
- > The Belt Tension Tester BTT Hz should be used for testing belt tension.
- > Only turn the engine with the timing belt fitted.
- > Never change the relative position of the crankshaft to the camshaft.
- > Before switching on the engine check the operation of the timing belt for:
 - misalignment
 - offset
 - tilting
- > Even automatic tensioning pulleys are often only semi-automatic, which means that manual setting of the tension is required during installation.
- > **Timing belts should never be kinked! If the sensitive fiber-glass tensile member in the interior breaks, the belt can tear .**

Change sticker: 'Smart Sticker'

Knowing at a glance when the timing belt was replaced - the change sticker is not only practical but important. However, it can get hot in the engine compartment, not to mention damp and dirty. This often affects the lettering, and an unreadable sticker is of very little use.

For this reason the ContiTech change sticker consists of premium-quality foil which gives the lettering long-term protection. The improved change sticker is included with all ContiTech Timing Belts and Timing Belt Kits.



Accessory drive

- > Accessory power transmission belts, overrunning alternator pulleys and torsional vibration dampers are subject to wear and tear. They should be checked with every belt change and replaced if necessary.
- > Instructions for installation should be followed.
- > If the V-belt makes a squealing noise, the alignment of the discs should be checked and the belt changed if necessary.
- > When rotating parts are fitted, the direction and location of all pulleys should be taken into account.
- > Do not use any sprays or chemicals to reduce belt noise.
- > Never replace normal multi V-belts by elastic multi V-belts - and vice versa! Check belt wear on multi V-belts with the Belt Wear Tester (BWT).
- > Elastic multi V-belts are self-tensioning - no belt tensioner is required.
- > Elastic belts are fitted under load.
- > Elastic multi V-belts can be re-used if they have been removed without damage.
- > ContiTech offers a number of solutions for the fitting of elastic multi V-belts:
 - Complete package: Elast Multi-V Belt + Tool or
 - various universal and special tools.
- > Use Belt Tension Tester BTT Hz for testing tension.
- > Overrunning alternator pulleys and overrunning alternator decouplers must only be operated with cover caps.
- > In the case of noises or damage in drive operations the overrunning alternator pulley should always be checked.
- > In the event of visible damage to the rubber track the torsional vibration damper (TVD)/torsional vibration damper isolator must always be changed at the same time. Warning: It is possible for the damage to the TVD to appear only on the back.
- > Check alignment of belt pulleys using the LASER TOOL.

Replacement intervals

Replacement intervals are prescribed by the vehicle manufacturer and are mandatory. They must not be extended. If no replacement interval has been prescribed by the vehicle manufacturer, ContiTech recommends changing the belt at the latest after 120,000 km or after 7 years, whichever occurs first.

Detailed information on changing belts is available in the brochure "Belts and Components - Technology. Know-how. Tips" and the "Technical News / Technical Info" newsletter. You can subscribe right now at: www.aam-europe.contitech.de >> support >> Technical Info/News

Storage

All belts and accessories should be stored until use in their original packaging. The storage location should be dry, free from dust, cool (15 to 25°C) and without direct sunlight. They should not be stored near highly flammable, aggressive media

such as acids or ozone-generating facilities. Avoid contact with all liquids. Maximum storage period: 5 years from date of production (see packaging).

View cases of typical defects and their cause:



Timing Belts



V-Belts



Multi-V Belts

Video guides:



Finding instead of searching:

Our PIC offers free fitting information and more

Need data, instructions or other information on a particular article? Use our Product Information Center (PIC). Here you'll find useful supplementary information on all belts and kits.

Available round the clock, always up-to-date and free of charge: At www.contitech.de/pic you will receive technical data such as parts lists, images, fitting advice and detailed fitting instructions. You can search the data by product name and select what you require.

Our PIC is also available for your smartphone or tablet: simply scan the QR code on the product packaging and the relevant page of the PIC will open up.



Technical data/ parts list

- > Components of the product
- > Automotive application



Fitting information

- > Technical information
- > FAQs and instructions



General information

- > General information on replacement intervals
- > Problem and diagnosis cases



Fitting instructions

- > Download fitting instructions
- > Technical instructions



Vehicles

- > Automotive applications for the specific article



Aid for the wall: Workshop poster

Recognizing frequent defects and reliably identifying their causes: For a quick overview of typical defects and replacement intervals ContiTech provides practical workshop posters on timing belts, multi V-belts and torsional vibration dampers.

Order from:
www.contitech.de/mediaservice



Knowing what gets the job done:

Professional training sessions

ContiTech supports workshops not just with products but also with the necessary expertise. Our training focuses both on theory and on practice: Regardless of whether you just wish to refresh your know-how or want hands-on experience - our experts are ready to provide all the help you need.

Technical training

Throughout Europe experts pass on their professional expertise relating to power transmission belts. At these training sessions mechanics from independent workshops learn how to handle timing belts, the characteristics of timing belt operation and the causes of belt damage. Other subjects for theoretical training: timing belt profiles and materials, and the application of tension testing devices.

CONTENTS

- > Fitting and maintaining belt drive components:
 - Power transmission belts
 - Tensioning and idler pulleys
 - Water pumps
 - Crankshaft pulleys (TVD)
 - Overrunning alternator pulleys
- > Diagnosing faults on the basis of breakdown and damage cases
- > The use of measuring and fitting tools
- > Special features and assembly of elastic multi V-belts
- > Safety tips

Target group: Senior automotive mechanics, mechanics and apprentices

Group size: 20 to 30 participants

Duration: approx. 3 hours

Cost: paid by ContiTech

Registration: through your ContiTech dealer

Technical on-the-job training

During technical training participants change the timing belt on five different practice engines under the supervision of an experienced trainer. In the process they get to know special tools.

CONTENTS

- > Technical information as for technical training sessions
- > Changing timing belts on Audi, Mitsubishi, Opel, Renault and VW engines
- > The use of measuring and fitting tools

Target group: Senior automotive mechanics, mechanics and apprentices

Group size: 8 to 12 participants

Duration: approx. 6 hours

Cost: 169.00 euros net per participant

Registration: through your ContiTech dealer





Photo: www.shutterstock.com

Contact

Online:
www.contitech.de/aam
aam@ptg.contitech.de

Technical hotline:
+49 (0)511 938-5178

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ContiTech

Power Transmission Group

Market segment

Automotive Aftermarket

Contact

ContiTech Antriebssysteme GmbH

Hanover, Germany

Tech. Hotline +49 (0)511 938 - 5178

aam@ptg.contitech.de

Your local contact

www.contitech.de/contactlocator



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