



# VAG Camshaft/Head Rebuild Kit

Stock No.16183

Part No.ETK55

## INSTRUCTIONS

### 1. INTRODUCTION

#### 1.1 SCOPE

This product is used for fitting camshaft in cylinder head. Any other application is considered misuse.

#### 1.2 SPECIFICATION

Stock no .....	16183
Part no .....	ETK55
Manufacturers .....	Volkswagen, Audi, Porsche, Skoda, Seat
Year .....	2003 - 2015
Description.....	Common Rail Diesel Engines TDI CR
Engine size.....	1.2, 1.6, 2.0, 2.7, 3.0

### 2. OPERATION & USE

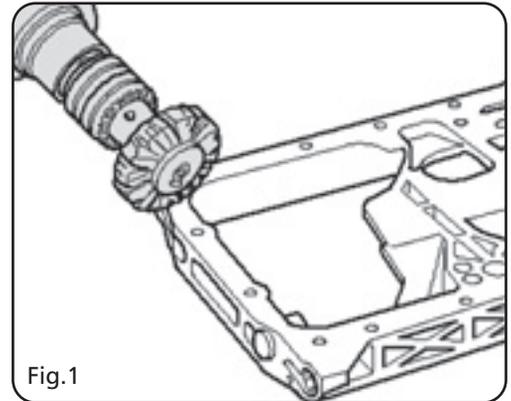
#### 2.1 INSTALLING

##### NOTE:

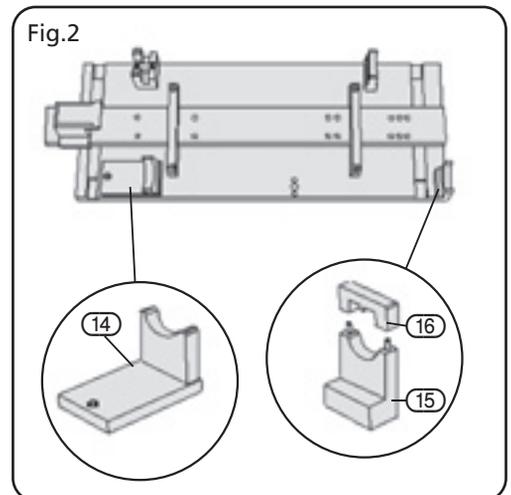
- When installing the camshafts, the cams of cylinder 1 should be pointing upwards.
- Do not interchange used bearing shells (ensure they are correctly identified during removal!).
- When fitting the camshaft, ensure that the securing lugs of the half bearing in the bearing cap module and cylinder head are correctly seated.
- Seal the contact surface between the bearing cover module and the cylinder head using silicone.

**CAUTION:** The camshafts may be attached as described below and only with the Camshaft fitting tool. Otherwise the axial bearings of the bearing cap module could be damaged, as a result of which the cylinder head would have to be replaced.

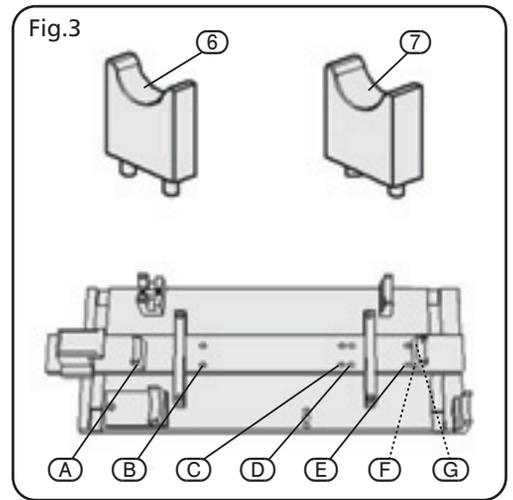
1. Remove any remaining sealant from cylinder head and retaining frame using rotary plastic brush or similar.  
 Caution: Ensure that there are no sealant remnants on the cylinder head or on the bearings.  
 Carefully clean all sealing surfaces; they must be free of oil and grease.  
 Oil the camshaft contact surfaces during assembly with the appropriate engine oil to prevent dry start.



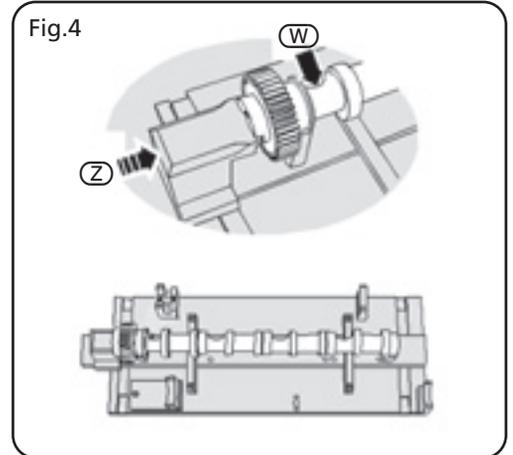
2. Set up camshaft fitting tool as follows (Fig.2):  
 Secure supports (14) and (15) (16) to base plate, as shown in the figure. If necessary, remove the supports screwed on here.



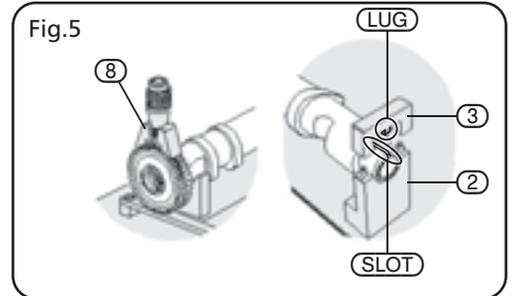
3. Fit support (6) onto position (A) and support (7) onto position (F).



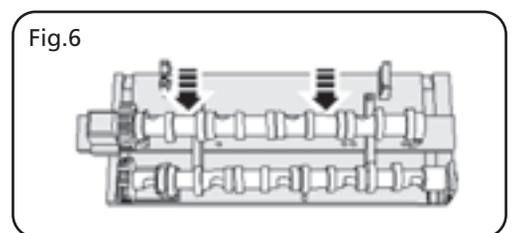
4. Place inlet camshaft in supports (6) and (7).  
Turn inlet camshaft so that it can be locked in TDC position using locking device (Z).  
Recess on camshaft (W) for cylinder head bolt **must** face outwards.



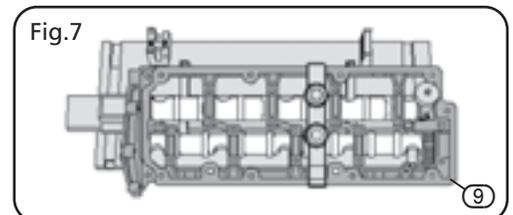
5. Place exhaust camshaft in supports (14) and (15).  
Lock exhaust camshaft with top section (16).  
The (LUG) on the top section must engage in the (SLOT) in the camshaft.  
Both sections of the drive wheel must be locked with tool (8) on the splines of the exhaust camshaft. Each side of the tensioning tool must engage on the two halves of the gear.  
The wider arm must engage in the wider half of the gear.  
Tighten the clamping tool using the knurled wheel so that the faces of the gear teeth are in alignment.



6. Slide inlet camshaft towards exhaust camshaft (see direction arrows), until gear teeth engage.



7. Fit retaining frame (9) on top of camshafts.  
All camshaft bearings must be seated on the camshafts.



8. Fix camshafts in position in retaining frame using clamp (10), as shown in illustration, tighten thumb wheels to clamp in place.  
Remove top section of clamp (16) (Fig.6), then lift out secured cam assembly to install into cylinder head as required.

