

IMPORTANT FITMENT INFORMATION FOR VAG ENGINES

Federal-Mogul issues the following advice relating to cylinder head work involving VAG engines for both its TRW and AE valve training programs.



Market information indicates there are a growing number of valve failures being reported for certain VAG applications, in particular those on the VAG 1.9 Diesel and 1.8 (20V) petrol engines. Reviews of these problems, which are leading to breakage's in the valves, of the type shown above, are pointing to problems, not with the valves themselves, but in the method of cylinder head overhaul. Many of the breakages examined are occurring very shortly after a rebuild, and appear to be mainly attributable to the non-adjustment of the hydraulic lifters.

We take this opportunity to confirm to you, that best practice for engines using hydraulic lifters, as recommended by Federal-Mogul and OE, is to ensure that new hydraulic lifters are fitted at the same time as any new valves are fitted. All parts should be installed in conditions of pristine cleanliness to ensure successful working. Each follower should be coated with an extreme pressure cam lubricant as used on the lobes. Finally, old engine oil must be drained and replaced with both new oil, and filter, as old dirty oil will contaminate the new lifters, leading to early malfunction.

The hydraulic followers should be allowed to "settle" for a MINIMUM of 30 minutes, after the complete installation, this to allow the excessive oil in the hydraulic lifter to drain. If this step is not complied with, some valves will probably make contact with the piston crown. This leads to an immediate and violent fracture in the cotter groove, on start up or soon after, possibly during the test run. OE further recommend that the engine should be allowed to "settle" for a MINIMUM of 30 minutes when the repair is ready, then cranked over carefully for TWO complete cycles by hand, this to check for valve to piston contact. Ideally, we would recommend that the engine should be left overnight before restarting for the first time after the repair.

These important guidelines apply to all work undertaken in the valve train area, and might be taken into consideration for **ALL** engines using hydraulic lifters.