



VIS MOTORSPORT 2.0 T FSI OIL PUMP BALANCE SHAFT SMF SPROKET DELETE KIT

FEATURES

This **sprocket is unavailable from dealers**, resulting in the need to purchase a complete balance unit instead.

12 months warranty, heat treated tool steel, nitrated, shoot peened surface, single mass pinion, weight balanced.

Perfect for balance shafts delete, or just simple replace after damage or to **prevent damage to oem weak sprocket**.

Matching OE part number: 06F105243C

Unlike our much dearer competitors, the sprocket we manufacture is **a solid sprocket**.

Expect **faster revving**, 5/10 hp win.

Replacing the original sprocket with an exact replica will not cure the problem, leading to another failure in the future.

Our solid sprocket **removes the possibility of this component failing** again !

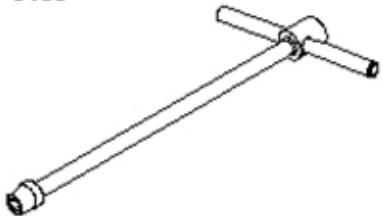
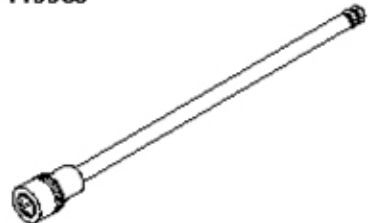
Suits engine codes: AXW, AXX, BWA, BPY, BWE, BWJ, BLY, BLX, BMB, BVY, BZC, BWT, B-VZ, BLR, BGB, BPJ, BHZ, CDL, CDLG, ETC.

TOOLS REQUIRED

Removing and installing sump with balance shaft assembly and oil pump, engine code AXW, BLX, BHD, BLY, BLR, BMB

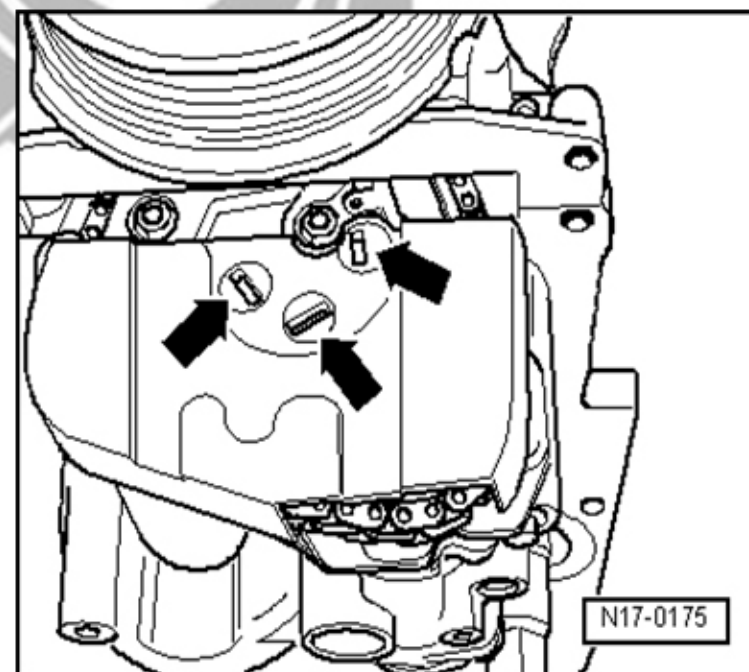
Special tools and workshop equipment required

- T-bar and socket, 10 mm -3185-
- Allen key, long reach -T10058-
- Torque wrench -V.A.G 1331-
- Flat scraper

3185 	T10058 
V.A.G 1331 	

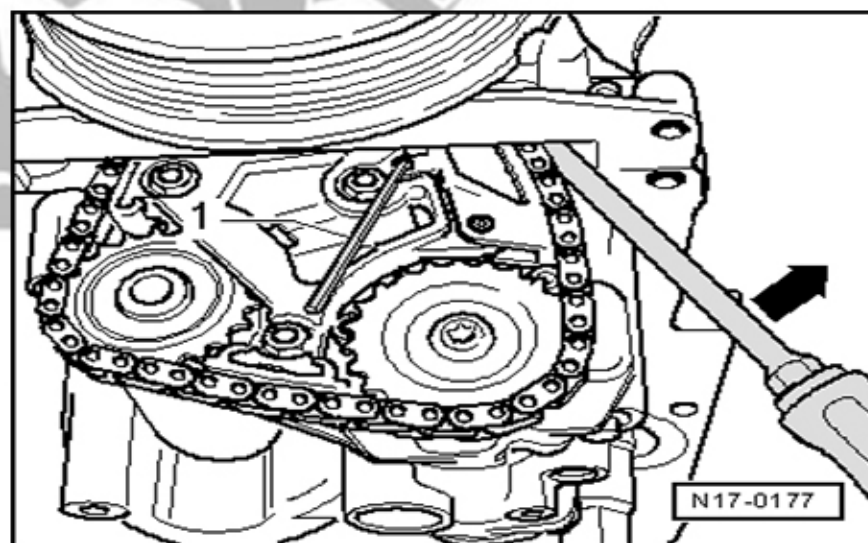
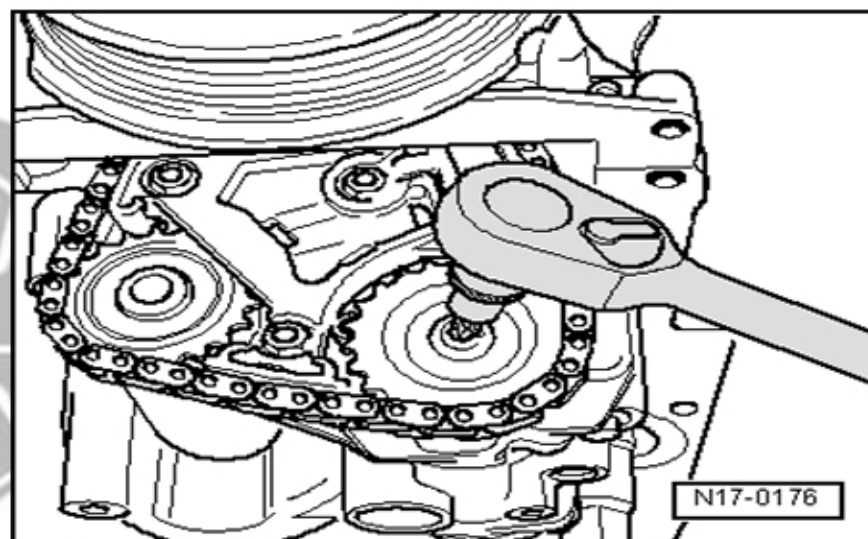
REMOVING SUMP

- Remove noise insulation tray
- Drain off engine oil.
- Remove bolts securing sump to gearbox.
- Unplug 3-pin connector from oil level and oil temperature sender -G266-.
- Slacken sump bolts at flywheel end using T-bar and socket, 10 mm -3185- and remove bolts using Allen key, long reach -T10058-.
- Remove remaining bolts and take off sump. If necessary, loosen sump by striking lightly with a rubber hammer.
- Pull off chain guard. Retaining tabs can be released with a small screwdriver (insert in openings -arrows-).



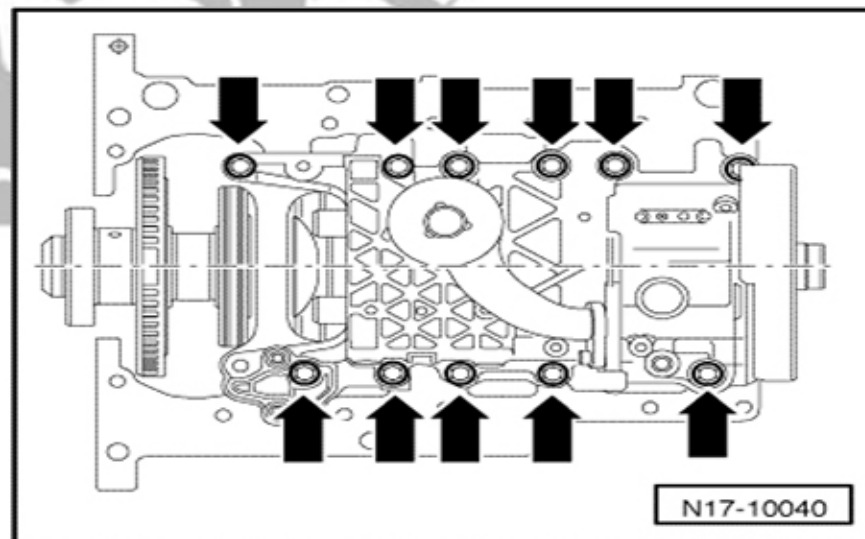
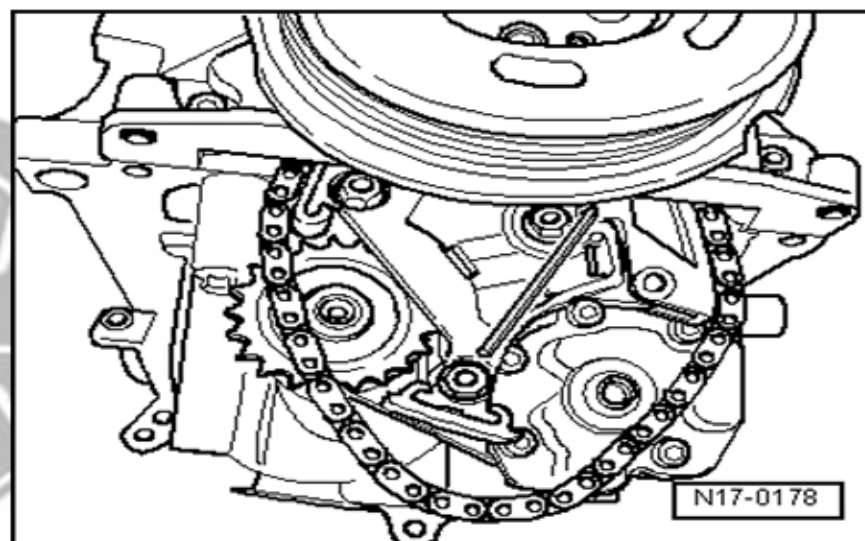
REMOVING SUMP

- Loosen bolt on oil pump chain sprocket. Counterhold on central bolt of vibration damper.
- Use screwdriver to slacken chain rail -arrow- and lock it in position using a 3 mm Allen key



REMOVING SUMP

- Detach oil pump chain sprocket and disengage chain at balance shaft drive.
- Loosen bolts -arrows- on balance shaft assembly, working from outside inwards, and then remove balance shaft assembly.
- Remove intermediate plate.



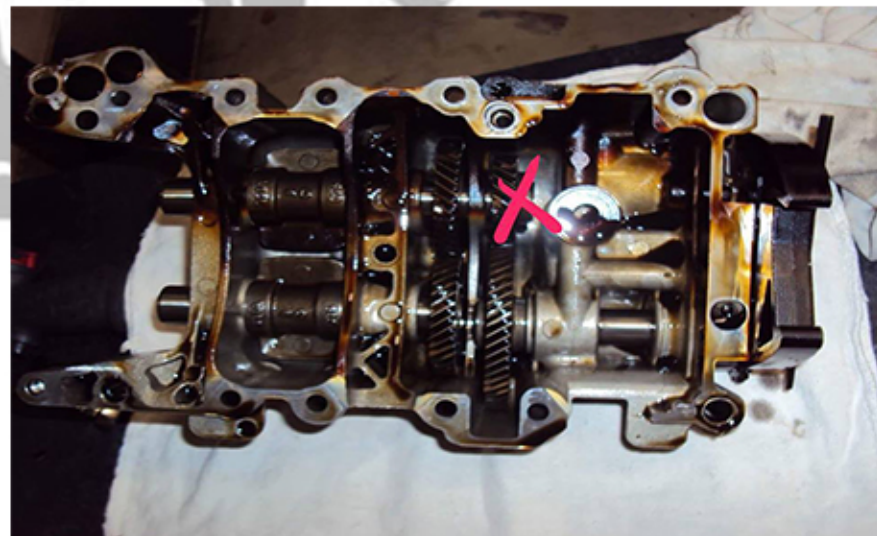
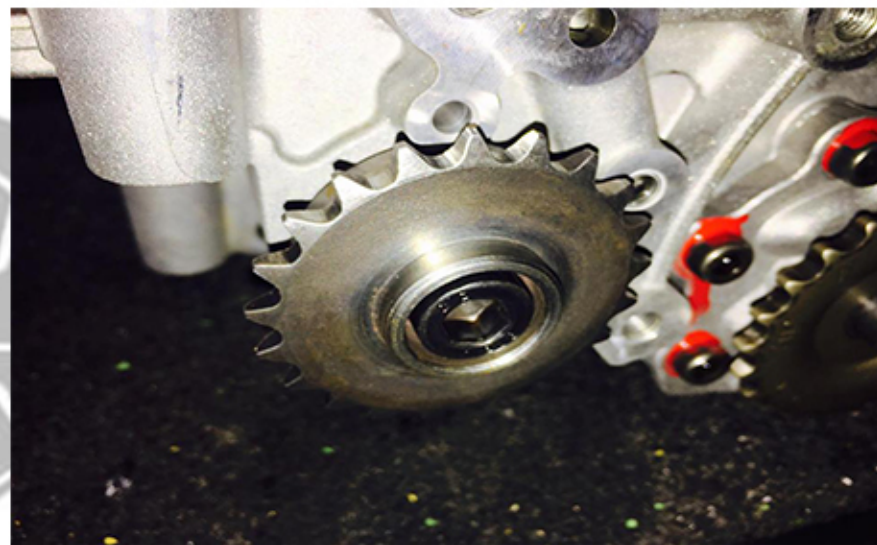


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INSTALLING VIS MOTORSPORT KIT

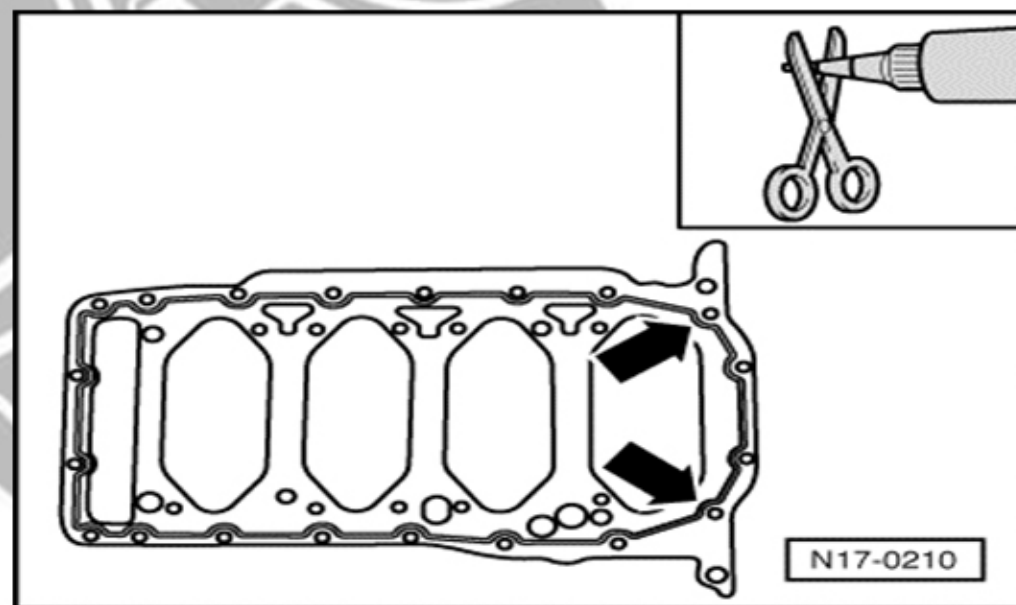
- Remove the bolt and the old oil pump chain sprocket - 06f105243c
- Install the Vis Motorsport Balance Shaft SMF sprocket delete kit using hex screw provided
- Cut the X-marked balance shaft using an angle grinder
- After cutting the balance shaft link pinion marked with X, clean the debris with brake cleaner to be sure that are not left in oil before installation

NOTE: BE CAREFUL NOT TO TOUCH THE PUMP BODY, ONLY THE MARKED PINION



INSTALLING SUMP

- Silicone sealant
- Chain tensioner must be pre-tensioned
- The intermediate plate must always be renewed.
- Note the use-by date of the sealant.
- The balance shaft assembly with intermediate plate and sump must be installed and the securing bolts tightened immediately after the silicone sealant has been applied.
- Remove sealant residue from cylinder block using a flat scraper.
- Cut off tube nozzle at front marking (diameter of nozzle approx. 3 mm).
- Apply silicone sealant onto clean sealing surface of new intermediate plate as illustrated.



INSTALLING SUMP

Note the following:

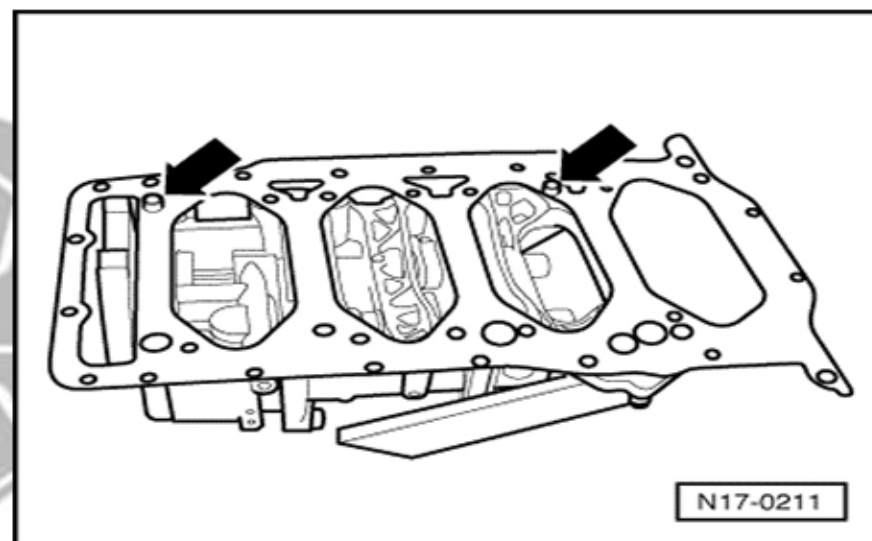
- The bead of sealant must be 2...3 mm thick.
- The bead of sealant must pass round the inside of the bolt holes as shown in the illustration -arrows-.
- The bead of sealant must be applied on the cylinder block side. No sealant is required on the sump side.

Note

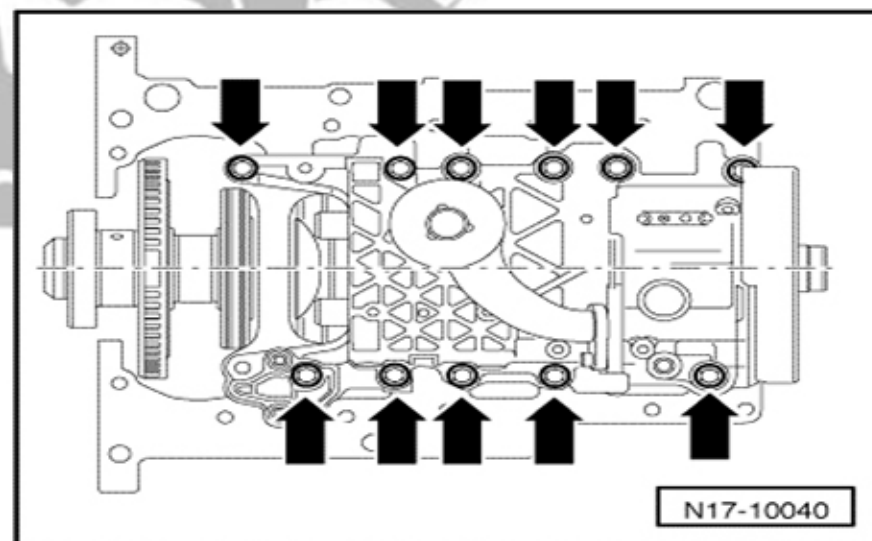
- The bead of sealant must not be thicker than specified, otherwise excess sealant can enter the sump and block the strainer in the oil intake pipe.

INSTALLING SUMP

- Fit intermediate plate onto dowel sleeves on balance shaft assembly as shown -arrows-.



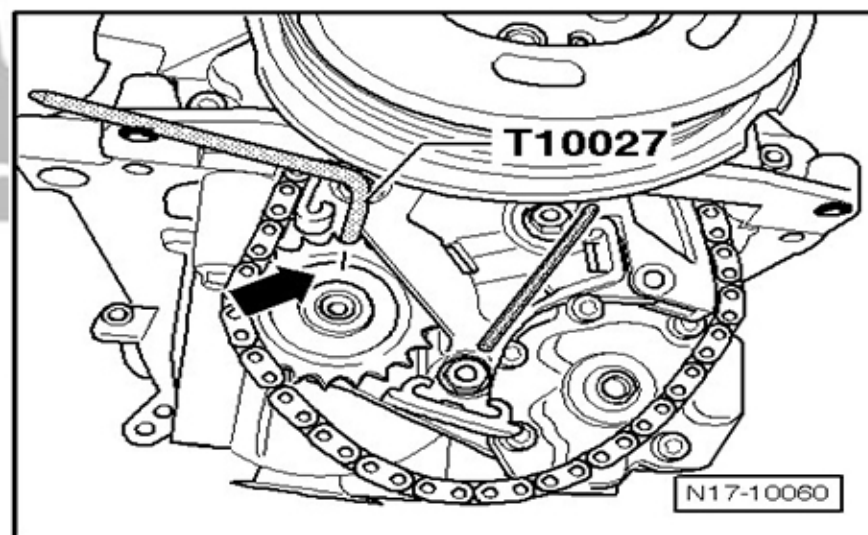
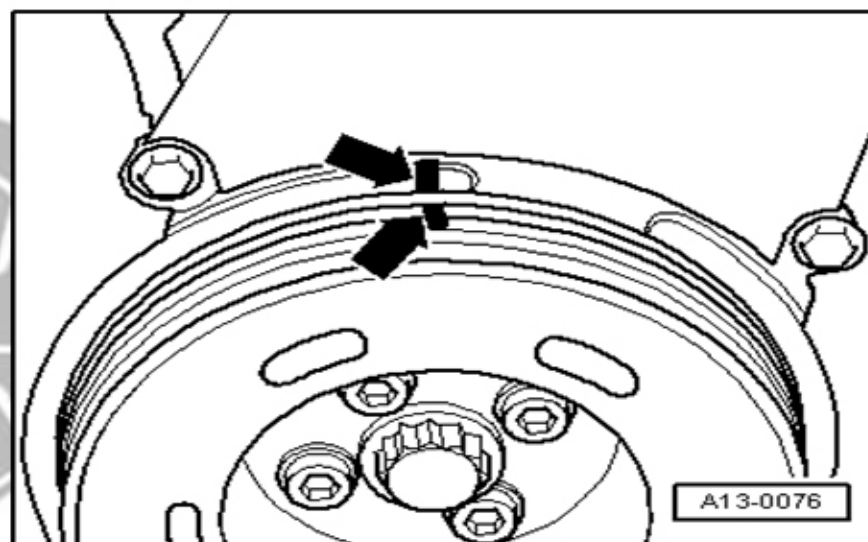
- Install oil pump with balance shaft assembly and intermediate plate. Tighten securing bolts -arrows- to 15 Nm + 1/4 turn (90°) further, working from inside outwards.



Note different bolt lengths !

INSTALLING SUMP

- Turn crankshaft to TDC of No. 1 cylinder.
- Marking on chain sprocket of balance shaft -arrow- must be positioned opposite the locating hole. Use locking pin -T10027- to lock chain sprocket in this position. Place chain on chain sprocket of balance shaft.
- Install oil pump chain sprocket and hand-tighten the bolt.





INSTALLING SUMP

When installing sump with engine removed from vehicle, ensure that sump is positioned flush with cylinder block at flywheel end.

After fitting sump assembly, the sealant must dry for approx. 30 minutes.

Then (and only then) fill the engine with engine oil.

Further assembly is basically carried out in reverse order of dismantling.

Tightening torque

Component	Nm
Balance shaft assembly	15 + 90° 1)2)
Chain sprocket to oil pump	20 + 90° 1)2)
Oil pipe to balance shaft assembly	10
Sump to cylinder block	15
Sump to gearbox	45
Oil drain plug	30

1) 90° = a quarter of a turn

2) Renew nuts/bolts