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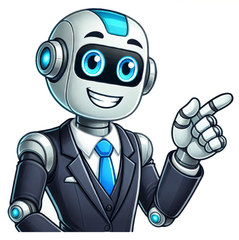

What's a ballpark figure for replacing the timing chain on the 4.2 S4? I enquired at a few local garages and had quotes between 1400-2000, does that sound too cheap to you lot - I thought itd be more expensive than that. Also - will a cam chain kit cure the cold start rattle or do I need extras fitted ie tensioner, guides etc.. Yes guides, tensioners, the whole kit and kaduble, circa 4k give or take. If you use Audi parts they are ~£1400 for all the bits you need. You want to do the chains, tensioner and guides. More often than not it’s the guides that break that then wedges a broken bit in between the chain and gear causing it to jump. I would say it’s minimum 16 hours work by someone who knows what they are doing and has done it before. I wouldn’t expect it to be sub £2000 In terms of your rattle at cod start, yes it will fix this! The full kit as in every chain, tensioner and guide? This was for a 3.0TDI. The layout is very similar though. You then have fluids on top of this. Wow that's heavy! I wish I would have known this issue before buying the car, oh well! It does have a slight couple second rattle at startup which apparently is normal. I think theres a lot of scaremongering around this issue tbh. I had a rattle which was maybe there for a year or about 15,000 miles. Then it was a weird tapping when I was on the way home one day. Wasn’t down on power at all, but then it needed a full engine rebuild as the chains had jumped. The parts bill alone was ~£2000 for the damage it did. Can’t comment on labour as I did it myself. You can probably knock £300 off that if it is preventative, as that invoice included head gaskets and 6 new intake and exhaust valves as the chains had jumped and the valves hit the pistons on 1 bank (It’s a V6). It’s still going to be £1000 in OEM parts. You can get pattern parts for maybe half this, but given they are on the back of the engine , are critical engine components and you have to drop the whole powertrain to get to them I would personally only use OEM. The rattle is the chain tensioner being loose until oil pressure is built up, it should stay taught and not release tension, the 3.0tdi had issues with the top tensioners doing the same, it could be fine for ages, it could jump a tooth and take the valve train out, it’s always a gamble. The problem is, the condition of the components cant actually be diagnosed without removing the engine - in which case you may as well do the work. Even the audi bumf says a couple second rattle is normal - its knowing when it's gone beyond normal though. Sorry to be pedantic but a couple of seconds of rattle would be concerning, oil pressure is built very quickly, I’d be inclined to say a couple of seconds is not normal for a start up rattle. no rattle should be normal or half a second at most. can anyone who’s had the work done say whether the rattle has disappeared on start up now? The bumf; A QUOTE STRAIGHT FROM THE AUDI TSB ON THIS ISSUE “The Camshaft Adjustment is hydraulically adjusted and controlled by the engine oil pressure. If the engine has been turned off for a long time, the oil pressure drops down and the oil partially flows back into the oil sump. To ensure an efficient camshaft adjustment right after an engine cold start, the oil pressure inside the camshaft adjusters must be built up as fast as possible. During this time, a rattle or knocking noise may be noticeable. This noise is normal at engine start and will last until the oil pressure is fully built up, which takes about 1-2 seconds. There is no applicable production solution.” That’s only talking about camshaft adjusters, and not the timing chain. what’s the reference number of that Audi TSB? I’ll also question what “long time” is referring to. I did the work, I had the couple second rattle before, now I have absolutely no rattle at all. What's a ballpark figure for replacing the timing chain on the 4.2 S4? I enquired at a few local garages and had quotes between 1400-2000, does that sound too cheap to you lot - I thought itd be more expensive than that. Also - will a cam chain kit cure the cold start rattle or do I need extras fitted ie tensioner, guides etc.. I’ve done 2 of these it’s engine out big job I allow 25 hrs labour but yes change everything inside you don’t wanna be going back inside again £1400-£2000 does sound a bit cheap really have they done them before?? Have they the right tools to re time don’t need to be far out and the variator on the cam shaft won’t come in leaving the engine flat at the top end Sent from my iPhone using Tapatalk I remember reading a couple of posts on this forum regarding timing chain rattle on 3.0tdi engines. The 2 chaps replaced chains and tensioners etc and were disappointed on start up when the engine sounded exactly the same. I have a 3.0tdi Quattro and that has a second of rattle or chatter on start up. I spoke to my mate who sold it me and he swears it did this rattle when he bought it, 6 years and 10k miles ago. It could go bang tomorrow of course but equally it could maybe be a natural characteristic of the engine and carry on running for many years and miles? Last edited: Jan 7, 2020 That's very interesting- especially if it made the noise from new… Here is me changing the top tensioners on my D3 A8 with an ASB engine, once changed I had no more rattle on startup. I would have done this in a heartbeat if it wasnt such a humongous job! A4 (B8 Platform) Discussion Discussion forum for the B8 Audi A4 produced from 2008.5 Thread Starter Joined: Jul 2017 Posts: 2 Likes: 0 Timing Chain and Tensioner Replacement Costs? My 2010 A4 Quattro has 91K miles and runs great. Was in for routine service today at my usual shop when they suggested replacing my tensioner and timing chain because I have the 'non-updated' one. In Googling I noticed quotes are vastly different depending on if the upper and lower covers are replaced, etc. The quote I was given is as follows, is this a fair quote? It's from a reputable Audi / VW third party shop: AudiWorld Super User Joined: Dec 2001 Posts: 11,923 Likes: 2,679 From: Georgia 91k seems early for a chain replacement. If you do have the outdated cam chain tensioner, that's a do immediately. But you only need to remove the lower cover iirc for that. 2.0T VW and Audi TSI Timing Chain Tensioner Problems - Deutsche Auto Parts I had the cam chain and the balancer chain replaced as well as all the tensioners and guides, and it was billed as a 9 hour job. Turned out the problematic tensioner had been replaced, along with the cam bridge (oil screen can come loose), when they did the rings/pistons work. You can't replace the third chain (oil pump chain) without dropping the oil pan, whole lot more work. Price looks like what I would expect for what they are doing. But why do they think they need to replace the cam chain at all, and if it needs, why not also the balancer chain while it's all open? Thread Starter Joined: Jul 2017 Posts: 2 Likes: 0 Quote: Originally Posted by SMac770 91k seems early for a chain replacement. If you do have the outdated cam chain tensioner, that's a do immediately. But you only need to remove the lower cover iirc for that. 2.0T VW and Audi TSI Timing Chain Tensioner Problems - Deutsche Auto Parts I had the cam chain and the balancer chain replaced as well as all the tensioners and guides, and it was billed as a 9 hour job. Turned out the problematic tensioner had been replaced, along with the cam bridge (oil screen can come loose), when they did the rings/pistons work. You can't replace the third chain (oil pump chain) without dropping the oil pan, whole lot more work. Price looks like what I would expect for what they are doing. But why do they think they need to replace the cam chain at all, and if it needs, why not also the balancer chain while it's all open? Thanks for the information SMac, very useful. If I held off on the chain replacement per your suggestion and Audi's schedule (listed as 110K replacement), How much is a reasonable price for only performing the updated tensioner replacement? Again, Google is giving a myriad of numbers! AudiWorld Super User Joined: Dec 2001 Posts: 11,923 Likes: 2,679 From: Georgia There is no service interval for the chains. They are a "lifetime" item (which internally means only intended to last 120k miles). The service item you are looking at is only for the TT 2.0T. The serpentine belt is at 75k and then every 80k. But that's just a check and replace if need be. My idler pulley was loose and I was getting some belt squeal very rarely, so I changed it all at that time since it had to come off anyway. I'm not a service tech, so can't say. I would imagine the tensioner and belt could be done in a few hours, so whatever the labor rate is you are looking at. The dealership here is $165/hr, so while it's nice to get a loaner when it'll be a few days work. But for only a few hours, you should be able to find much better labor rates. As for the chains, I was chasing a noise that more likely turned out to be the turbo wastegate. Second time around, I wouldn't bother messing with the chains unless there was a specific issue. Joined: Sep 2017 Posts: 19 Likes: 1 For anyone keeping record, I can confirm that a 2.0 tfsi with engine build date 9/11/2012 has the new style tensioner from factory. Im going to be checking which cam follower it has for high pressure pump next weekend. Attached Thumbnails Joined: Jul 2018 Posts: 1 Likes: 0 Replaced timing chain tensioner and timing chain...now wont start. Dang. Replaced timing chain and installed new tensioner (vice the old one that failed) on my 2012 A4 B8 with 85K miles. Reassembled per specs with all timing marks correct. Now when i tried to start...nothing. fuel pressure good. Flushed and replaced coolant and refilled ac while i was at it. No clinking, banging or clanging and engine sounds like its should turn over but nothing. Its like theres no ignition happening. HELP. AudiWorld Senior Member Joined: Feb 2011 Posts: 1,039 Likes: 66 From: Portlandia, US of A I got my notice of the Class Action Lawsuit today. My 2011 A4 (Avant :-)) only has around 50,000 miles... so no issues yet. But, I guess I need to dig into the docs to see if I fix stuff pro-actively, or wait for re-active if something goes wrong. Btw, I got a oil consumption test a couple of years ago, and the car apparently 'passed'... But now I can't get through a year without a top up. So, I am obviously not taking advantage of these suits/recompenses when they show up. AudiWorld Super User Joined: Jul 2010 Posts: 3,041 Likes: 591 From: DFW I'm still waiting to get the class action notification. Here is the official website: I'm planning to get the chain and tensioner replaced in the next few months before the engine goes boom. AudiWorld Senior Member Joined: Feb 2011 Posts: 1,039 Likes: 66 From: Portlandia, US of A Quote: Originally Posted by JD15 I'm planning to get the chain and tensioner replaced in the next few months before the engine goes boom. So, looking at the docs/website, is that even possible? Or can you only make a claim once things go wrong? 793 jobs completedGEARBOX, CLUTCH, TIMING BELT AND CHAINS, HEAD GASKETS, BRAKES, SUSPENSION, ENGINE ETC Reddit and its partners use cookies and similar technologies to provide you with a better experience. By accepting all cookies, you agree to our use of cookies to deliver and maintain our services and site, improve the quality of Reddit, personalize Reddit content and advertising, and measure the effectiveness of advertising. By rejecting non-essential cookies, Reddit may still use certain cookies to ensure the proper functionality of our platform. For more information, please see our Cookie Notice and our Privacy Policy. 08-17-2020 03:49 PM #1 Guest-only advertisement. Register or Log In now! Looking to get my timing chain, water pump & valve cover gaskets replaced. I’m wondering what’s the average cost on labor? A mechanic told me about $3,000. Is that about right? Sent from my iPhone using Tapatalk 08-22-2020 05:25 PM #2 I was quoted $2,200 at the audi dealership for just the updated chain replacement. I had a local place that works on a lot of euro cars replace the chain for just under $1,600.00. Also, this shop charges by the hour, and not by the books which was a big price difference compared to other shops. If that helps give you a better idea. 08-22-2020 06:48 PM #3 My brother paid $800 to replace chain and tensioner for his A4 B8 at AUTuning here in Huntington Beach, CA. Sent from my SM-G973U using Audizine mobile app 08-23-2020 06:55 AM #4 Originally Posted by a5matt401 I was quoted $2,200 at the audi dealership for just the updated chain replacement. I had a local place that works on a lot of euro cars replace the chain for just under $1,600.00. Also, this shop charges by the hour, and not by the books which was a big price difference compared to other shops. If that helps give you a better idea. Thank you. The price that Audi quoted you, was that including the chain & guid rails? Because I have all the parts needed for the job. I felt like my price was a bit high. But then I also need the valve cover gasket and the water pump replaced. Hmmm... Sent from my iPad using Tapatalk 08-27-2020 07:06 AM #5 Originally Posted by a5matt401 .... just the updated chain replacement.... What years have the "old" chain? I'm just wondering if my 2016 will need the "updated" chain at some point. 08-27-2020 01:08 PM #6 Originally Posted by EddieH What years have the "old" chain? I'm just wondering if my 2016 will need the "updated" chain at some point. The recall and class action lawsuits was for the B8 (08-13) engines. You should be ok. Sent from my HD1905 using Tapatalk Ken -- 2021 Q5e Prestige District Green 2013 A5 Premium+ 6MT Glacier White | E-Codes | Bilstein | STaSIS | Roc-Euro | VMR V810 | Hankook | SunTek CXP 09-07-2020 06:57 PM #7 Thanks for everyone’s input. I got the job done for $1600 included taxes. Timing chain kit, water pump kit, valve cover gasket and diverter valve all been changed. Sent from my iPad using Tapatalk 09-14-2018 04:55 PM #1 Guest-only advertisement. Register or Log In now! Hey guys I’m just wondering how much a timing chain replacement job would run me through Audi. I was going to do it myself but I just don’t have the time. The car has 176k on it and I don’t think it’s been done. Also what’s the replace intervals on these? 09-14-2018 05:45 PM #2 In for responses too. This is a motor out affair right? 2007 RS4 Avant 2006 A4 2.7 MT Avant 2007 A4 2.0 AT Avant 2013 Q5 3.0 AT - Wifes 09-14-2018 05:59 PM #3 Around $1800 to $2200 Sent from my G3313 using Audizine mobile app Ivan 09-15-2018 12:31 AM #4 Is the timing chain on the front of the engine on the 3.2's? Or the rear like the 4.2? 09-15-2018 12:38 AM #5 Originally Posted by Audidrew99 Is the timing chain on the front of the engine on the 3.2's? Or the rear like the 4.2? 3.2 if i recall is front Sent from my G3313 using Audizine mobile app Ivan 09-15-2018 01:58 AM #6 Chain assemblies are at the rear, as in 079 V8 engines. 2007 Audi RS4 Avant B7 - Misano Red Pearl Effect 2007 Audi RS4 Saloon B7 - Sprint Blue 2013 SEAT Exeo ST - Project 3R9 400-R 2010 SEAT Exeo ST - Project 3R9 420-S 1986 Type 85 Audi 90 quattro 09-15-2018 05:04 AM #7 Yeah it’s in the rear. If it were in the front I’d have had it done. If anyone has done it does the engine absolutely have to come out or would taking the trans out give me enough room. I do have two lifts in my garage so I wouldn’t be working off the ground 09-15-2018 05:12 AM #8 You’re going to want to drop the motor. If you have a lift maybe you should just drop the whole motor, tranny and subframe all together and separate the transmission on the ground. 09-15-2018 05:19 AM #9 Originally Posted by Nollywood Chain assemblies are at the rear, as in 079 V8 engines. 3/4 of the part # for the chain job start with 079, they do share alot. We dont call them mini 4.2 for nothing haha Currently doing one 09-15-2018 10:53 AM #10 Originally Posted by Toddyp2004 Yeah it’s in the rear. If it were in the front I’d have had it done. If anyone has done it does the engine absolutely have to come out or would taking the trans out give me enough room. I do have two lifts in my garage so I wouldn’t be working off the ground I would pull both, and separate the assemblies on the bench. You could do the chains with just the trans pulled, leaving the motor in the car. But do you honestly wish to be working in such a tight space, with very little sideways room? 2007 Audi RS4 Avant B7 - Misano Red Pearl Effect 2007 Audi RS4 Saloon B7 - Sprint Blue 2013 SEAT Exeo ST - Project 3R9 400-R 2010 SEAT Exeo ST - Project 3R9 420-S 1986 Type 85 Audi 90 quattro 09-15-2018 11:12 AM #11 Originally Posted by Toddyp2004 Hey guys I’m just wondering how much a timing chain replacement job would run me through Audi. I was going to do it myself but I just don’t have the time. The car has 176k on it and I don’t think it’s been done. Also what’s the replace intervals on these? What problem are you having with the motor? 09-21-2018 02:10 PM #12 Originally Posted by JayDog747 What problem are you having with the motor? No problems just a preventative maintenance thing. It runs great but has 180k on it and I don’t think it’s ever been done. The second owner said he hadn’t had it changed and I can’t recall how many miles it had on it when he bought the car 09-22-2018 07:09 AM #13 Save your money. The chains do not need to be replaced. 09-23-2018 06:37 AM #14 Like said above save your money.. the 3.2 engines do not have a high rate of catastrophic failure like the 4.2. Having done both a few times, when the 3.2’s have timing issues it’s the upper tensioners which are easily replaced engine in the car. Haven’t done it in awhile but maybe took 6-8 hours to do upper tensioners bank 1 & 2. Edit: I did the repairs on an a6 3.2 larger engine bay, but I believe upper tensioners should still be doable on the a4 engine in. Sent from my iPhone using Audizine 09-24-2018 07:45 PM #15 Originally Posted by dalmation53 3.2 if i recall is front Sent from my G3313 using Audizine mobile app ROASTED ..... Shouldnt answer a you dont know the answer to. Google next time Audi APR KO4, APR HPFP,RS4 LPFP Cntr,145 bar PRV, APR TP, TT DP, GFB DV+, AWE FMIC, BFI CC, AWE Exhaust, RS4 Exh tips, ST CO, 034 RSB,034 St Dnsty Mtr Mts, New Sth West Bst guage, B7 RS4 8 pot Calipers.Goodridge SS brake lines frt & rr. Hawk HPS frt & rr. RS4 PS rack, RS4 Servotronic Relay,RS4 rims. S4 mirror caps,DTM frt bmpr and rs4 fogs,LED tail lites S4 Recaro Front & Rear seats. Led Interior Kit,United LED's fog lites 2007 A4 Avant 2.0T Tiptronic 6spd 09-24-2018 07:47 PM #16 Originally Posted by vce1232000 ROASTED ..... Shouldnt answer a you dont know the answer to. Google next time I couldn't understand what you said you type like a female with all the emojis. You mad bro? That's why i said if i recall heres the meaning if you don't know. This is a phrase that you say*when*you're trying to*remember*something, but you're not sure that you're remembering it*correctly Sent from my G3313 using Audizine mobile app Ivan 09-24-2018 07:50 PM #17 Originally Posted by dalmation53 I couldn't understand what you said you type like a female with all the emojis. You mad bro? [/URL] Never mad . You not smart enough to make me even come close . But I do find you very amusing ... APR KO4, APR HPFP,RS4 LPFP Cntr,145 bar PRV, APR TP, TT DP, GFB DV+, AWE FMIC, BFI CC, AWE Exhaust, RS4 Exh tips, ST CO, 034 RSB,034 St Dnsty Mtr Mts, New Sth West Bst guage, B7 RS4 8 pot Calipers.Goodridge SS brake lines frt & rr. Hawk HPS frt & rr. RS4 PS rack, RS4 Servotronic Relay,RS4 rims. S4 mirror caps,DTM frt bmpr and rs4 fogs,LED tail lites S4 Recaro Front & Rear seats. Led Interior Kit,United LED's fog lites 2007 A4 Avant 2.0T Tiptronic 6spd 09-24-2018 07:51 PM #18 Originally Posted by vce1232000 Never mad . You not smart enough to make me even come close . But I do find you very amusing ... You're *** That's good I amuse you no hard feelings. We cool Sent from my G3313 using Audizine mobile app Ivan 09-24-2018 07:52 PM #19 Originally Posted by dalmation53 You're *** That's good I amuse you no hard feelings. We cool ..... APR KO4, APR HPFP,RS4 LPFP Cntr,145 bar PRV, APR TP, TT DP, GFB DV+, AWE FMIC, BFI CC, AWE Exhaust, RS4 Exh tips, ST CO, 034 RSB,034 St Dnsty Mtr Mts, New Sth West Bst guage, B7 RS4 8 pot Calipers.Goodridge SS brake lines frt & rr. Hawk HPS frt & rr. RS4 PS rack, RS4 Servotronic Relay,RS4 rims. S4 mirror caps,DTM frt bmpr and rs4 fogs,LED tail lites S4 Recaro Front & Rear seats. Led Interior Kit,United LED's fog lites 2007 A4 Avant 2.0T Tiptronic 6spd Joined: Oct 2012 Posts: 194 Likes: 0 Maybe I'm missing something, but if they OK's the chain at 100,000 miles, but advised replacement 45,000 miles later that may not be that unusual. What is the expected life of a timing chain? "Live of the car" is pretty vague, Besides, do they define "life of the car" as "life of the timing chain"? MY Audi dealer quoted 1,800 to replace a 2008 A4 timing belt with all the usual extras. Page 2 Thread Starter Joined: Jun 2015 Posts: 13 Likes: 0 From: Rhode Island Quote: Originally Posted by Diogenes I only have 75,00 miles on my 2008 B7 so I might not need the timing belt right away, and I have no symptoms. I won't be going to the dealer for the work, not only because of that estimate but also because of some past service charges that I thought were excessive. I'll be bringing the A4 to an independent I used for several years on other cars. I took my A4 to the dealer for service because of the CPO warranty. Now it will be costing me real money and I'll be back to an independent. Update 7/10 - I took the A4 to the independent. He thought I could wait for the belt replacement and guesstimated that he could replace it and the other customary parts...water pump, tensioner, etc., for $1,000-$1,100. That is good news, hopefully I have similar results. Thanks for the update! Joined: Mar 2009 Posts: 747 Likes: 5 I did my chain at 140K also. The genuine parts are about $900 for all the bits needed to change all relevant parts. The B8 has a chain, not a belt, so it should last the life of the engine. Mine didn't. I don't see a need to change the water pump on the B8 as it is driven from the rear of the engine, and does not need to be removed to service the chain. A tensioner and serpentine belt should be replaced if at the end of their life. I let a belt go 3 to 4 years, and the tensioner until the bearing has roughness or free play. If the tensioner is shot, check the alternator bearings carefully too. Joined: Nov 2010 Posts: 207 Likes: 5 From: North of Whistler- British Columbia [QUOTE=Moviela;24708654]I did my chain at 140K also. The genuine parts are about $900 for all the bits needed to change all relevant parts. The B8 has a chain, not a belt, so it should last the life of the engine. Mine didn't. /QUOTE] What were the symptoms or flags that led you to diagnose a stretched chain? Joined: Jul 2015 Posts: 16 Likes: 0 From: the land of cheese in technical terms, 145K is considered past the service lifetime of the car. not to say of course a car can't be driven or serviced past that but in (granted, abstract) definition, that's it. so what the first guy at 100K said is technically true. $1100 isn't too bad a hit for a large repair. seems cheap given the cost of the parts i'd think would be more than half that... my question is though, with 145K how much longer you going to drive this car? Joined: Mar 2009 Posts: 747 Likes: 5 Quote: What were the symptoms or flags that led you to diagnose a stretched chain? I was having high oil consumption and emission problems. VAG was showing intermittent cam timing problems. I took the front cover off to physically inspect the chain and cams drive. I found the tensioners at their wear limit and a bad bearing on the exhaust cam. The dealer then performed stage one and two oil consumption repairs. The new pistons and rings sealed the engine up nicely. The intake was cleaned, and a new cat installed to fully solve emission problem. Joined: Nov 2010 Posts: 207 Likes: 5 From: North of Whistler- British Columbia Quote: Originally Posted by Moviela I was having high oil consumption and emission problems. VAG was showing intermittent cam timing problems. I took the front cover off to physically inspect the chain and cams drive. I found the tensioners at their wear limit and a bad bearing on the exhaust cam. . Timing chain replacement on the forums has been rare so far, although that may change as our cars age. Did your chain show signs of stretching(worn connecting pins) or was it just the tensioners? I had my primary tensioner replaced when they did stage 2 oil consumption. I'm just curious if chain stretching occurred at your your mileage. I think Audi also updated the chain since the 2009 MY, but not sure. My dealer only did the tensioner. Thread Starter Joined: Jun 2015 Posts: 13 Likes: 0 From: Rhode Island Quote: Originally Posted by yo vanilla in technical terms, 145K is considered past the service lifetime of the car. not to say of course a car can't be driven or serviced past that but in (granted, abstract) definition, that's it. so what the first guy at 100K said is technically true. $1100 isn't too bad a hit for a large repair. seems cheap given the cost of the parts i'd think would be more than half that... my question is though, with 145K how much longer you going to drive this car? I plan on driving it into the ground. Haha. I put 53k miles on just last year due to my job. So, although I'd love to get something new, I'm extremely "upside down" on the load pretty much after a few months. This car is a premier plus with Nav and all the other features. So besides a couple small things, its a great car. Thread Starter Joined: Jun 2015 Posts: 13 Likes: 0 From: Rhode Island Quote: Originally Posted by Moviela I was having high oil consumption and emission problems. VAG was showing intermittent cam timing problems. I took the front cover off to physically inspect the chain and cams drive. I found the tensioners at their wear limit and a bad bearing on the exhaust cam. The dealer then performed stage one and two oil consumption repairs. The new pistons and rings sealed the engine up nicely. The intake was cleaned, and a new cat installed to fully solve emission problem. I also had the oil consumption problem and the deal preformed stage 1 and 2 repairs that included new pistons and rings. Definitely fixed that problem. Thread Starter Joined: Jun 2015 Posts: 13 Likes: 0 From: Rhode Island [QUOTE=jfo;24708824] Quote: Originally Posted by Moviela I did my chain at 140K also. The genuine parts are about $900 for all the bits needed to change all relevant parts. The B8 has a chain, not a belt, so it should last the life of the engine. Mine didn't. /QUOTE] What were the symptoms or flags that led you to diagnose a stretched chain? The dealer diagnosed the stretched chain during a routine oil change. They said it was so obvious from the noise it was making. I haven't felt any symptoms myself, car idles and drives great. Learning tips and tricks from friends and relatives who work on cars is always a terrific idea. As you can expect, car technology has advanced significantly over the past 100 years, so the regular maintenance required for modern cars can differ greatly from that for the vintage cars your uncle works on. Every 75,000100,000 miles, Audi advises scheduling maintenance on your timing belt. An Audi A4’s timing belt might not need to be replaced until later in its lifespan (or, in many cases, not at all). The crankshaft and camshaft, two essential parts of your car’s engine, are connected by the timing belt, which maintains them in rhythm. In order to keep the crankshaft and camshaft gears rotating at the same speed, the belt is often toothed on one side and smooth on the other. Having excellent auto insurance is the greatest method to safeguard your vehicle. Jerry is the quickest and best way to locate a car insurance plan that is specially tailored for you. When should an Audi A4’s timing belt be replaced? Err on the side of caution and replace your Audi A4’s timing belt every 90,000 miles when performing important timing belt maintenance. Our advice is to thoroughly check all timing belt parts before the suggested interval. How long will an Audi timing belt last? Although they can last up to 100,000 miles, it’s always a good idea to change them before that. The valves, pistons, and other internal engine components can sustain significant damage in the event of a belt failure. When compared to the expense of replacing the entire engine, the timing belt replacement is a great deal. How much does a timing belt replacement for an Audi A4 cost? Belts don’t cost a much by themselves. Since many pieces must be removed in order to reach the belt, labor is where the true expense lies. Your best chance is to shop about and compare prices, but be prepared to pay anything between $409 and $919. (including parts and labor). Timing belts on the Audi A4? The timing belt system that links the cylinder head, camshafts, and crankshaft to work in sync powers the Audi A4 1.8T 20 valve engine. This Audi A4’s timing belt system uses a corded/molded rubber timing belt that is wear-resistant and highly durable (a.k.a. Audi A4 toothed belt). What are typical issues with the Audi A4? Primary Audi A4 Issues Power loss and poor fuel efficiency.Plenum Tray Drain clogged.Failure of a high-pressure fuel pump.excessive use of oil.Misfiring engine.Suspension parts prematurely wear out.Failure of the control module and flasher relay.Engine malfunction How much does an Audi timing chain replacement cost? Best in Automotive Repair Timing chain tensioner replacements for Audi A4 Quattro models typically cost between $1,092 and $1,274. While materials are priced at $393, labor costs are predicted to range from $699 to $881. Taxes and other fees are not included in this range, nor are your particular model year or geographic area taken into account. When should the timing chain in an Audi be changed? The timing chain should be changed between 80,000 and 120,000 miles, barring a specific defect. Chain issues are common in vehicles with higher mileage. Watch for indications that the timing chain is failing if you have an older or high-mileage vehicle. It’s crucial to be able to identify the symptoms and get the timing chain serviced before it completely fails since the timing chain may break and need to be replaced. Before a timing belt breaks, is there a warning? Timing belt replacement should be taken into consideration for vehicles that have accumulated 70,000 to 100,000 miles as a general rule of maintenance.You should keep an eye out for certain telltale warning indications that your timing belt is likely to fail, such as ticking noises, difficulty starting the vehicle, piston misfires, exhaust smoke, excessive vibrations, and oil leaks.A competent shop will charge between $250 and $500 to replace the timing belt on the majority of automobiles. You may save a lot of money on a timing belt replacement by just purchasing the belt itself if you have mechanical aptitude and are prepared to put in the effort to do the task yourself. Warning Signs to Replace Your Car’s Timing Belt: Symptoms of a Bad or Failing Timing Belt Your car’s timing belt is a crucial component that, if not promptly and correctly replaced, can result in expensive damage. In order to prevent expensive repairs that could occur from a timing belt breaking while you are driving the car, it is recommended that cars that have accumulated 70,000 to 100,000 miles be thought about for a timing belt replacement. Regardless of how many miles are on your automobile, there are certain symptoms and warning indications that you should pay close attention to as they may be signs that your timing belt is beginning to break. Learn more about your timing belt and how to spot signs that it might need to be replaced by reading the rest of this article. The Timing Belt: What Is It? The timing belt in your car is primarily in charge of managing the opening and closing of the valves between the crankshaft and the camshaft to ensure that the pistons fire properly. When the belt starts to break down, the pistons will misfire and the valves won’t close properly, which can often result in immediate and costly engine damage. When a timing belt fails while you are driving, it may be necessary to rebuild the complete engine (or just some of it). Depending on the age of your car, an engine repair could cost several thousand pounds and might not even be worthwhile (because of the mileage, condition, or other factors). Have your vehicle inspected as soon as you observe any of the warning indicators listed below to prevent this. Timing belt failure symptoms Even though no two cars are alike, every car that has a timing belt uses it for the same purpose. As a result, there are a few unmistakable indicators that your timing belt is likely to fail. If you detect any of these, take your car to a mechanic right away and don’t drive it until it has been examined. Ticking Sounds: The timing belt is held in position by a set of pulleys, which also enables the timing belt to function properly. A ticking sound may be audible coming from the motor when your timing belt begins to wear. You should still take your car to a professional to get this problem diagnosed right away even if it can also be a sign of low oil pressure or inadequate maintenance.Car won’t start: If the timing belt is entirely damaged, your car’s engine won’t even turn over. Most likely, when you turn the key, you’ll hear a “click” followed by silence. The starter motor may turn on, but the engine won’t turn over because the belt is damaged.Piston misfires can cause excessive smoke and engine damage, but they are less obvious to the typical driver. The engine won’t fire properly if a timing belt is excessively worn. This could cause major harm to valves, push rods, rocker arms, and other engine components, necessitating costly and time-consuming repairs.Exhaust Smoke: If smoke is flowing from your tailpipe, your engine isn’t adequately burning fuel. This might be the result of a timing belt that is stretched or worn, which would prevent the valves from opening and closing as they ought to. It needs to be fixed right away, whether it requires a timing correction or a complete replacement.Excessive Vibrations: If your engine’s timing is incorrect, there may be an extra amount of shaking or vibration emanating from it. This can be the result of faulty spark plugs, but it can also indicate a timing belt problem. You should inspect your timing belt as soon as possible if your spark plugs are in good condition.Oil Leaks: The timing belt cover or the gasket between the timing cover and the engine block may be the source of any oil leaks you observe on the front of the engine. This could be an indication of a worn belt, or the leak could cause the engine to overheat and hasten the belt’s deterioration. In any case, it needs to be fixed right away. How durable are timing belts in reality? The maintenance and timing belt replacement on modern vehicles is one of the most misunderstood procedures. What exactly is a timing belt is typically the most frequent query we receive as a service facility. A timing belt is, by definition, a toothed belt that joins the camshaft or shafts to the crankshaft “timing the engine’s top and bottom. To synchronize the piston and valve movements, the camshafts rotate at a speed that is precisely half that of the crankshaft. What does this mean exactly? It really is that easy; the valves must be opened or closed at the appropriate moment in time with the pistons’ motion in order to complete the combustion sequence. When that “When timing is off, catastrophic engine damage frequently results. Surprisingly, the timing belt’s original purpose was to synchronize the needle and bobbin drives on Singer sewing machines. Timing belts were first created in 1945 by Singer in collaboration with Uniroyal, which is now Gates Inc., as a cheaper and quieter alternative to the original metal band with metal clips. Now, for all of you from the 1950s and 1960s, a timing chain was normally present in every engine. The benefits of chains were their extended lifespan, but the drawbacks included their noise, the need for lubrication, and the cost of the materials used in their construction. the timing belt comes in. Timing belts are light, require no lubrication to operate, are relatively cheaper to produce than chains and sprockets, and are silent. The drawback is that belts need to be replaced after a certain amount of time or miles. This is where all of the maintenance and replacement inconsistencies are found. According to various schedules, including data provided by the manufacturers, a timing belt typically has to be replaced after 7 to 10 years, or between 60,000 and 105,000 miles, whichever comes first. The majority of manufacturers advise against exceeding 80,000 to 90,000 miles on the original belt. This appears to be extremely simple and understandable, however the producers are not telling you this. The best thing about timing belts is that they have self-tensioners, which are designed to maintain a consistent belt tension to minimize power loss or, worse, to prevent the engine from jumping time and breaking it. As the belts deteriorate and stretch, idler pulleys on them maintain the tension. Imagine how many times these pulleys and tensioners have rotated over the course of 8 years or 80,000 miles. I’d guess in the millions. The timing belt can be used to drive the water pump, check camshaft timing, and provide data to the PCM, as the auto industry has come to understand. It is my responsibility as a service provider to express this idea to you, the customer. When changing a timing belt, it can take up to 4 or 5 hours. If the task is not done correctly, replacing all the tensioners, idler pulleys, and water pump at once, you, the customer, are put in danger. A Honda Accord’s timing belt was replaced; there were no tensioners or water pumps present. At around 75,000 miles, it was completed on time. After 5000 miles of faultless operation, the car stalled and wouldn’t start while being driven to see family on the motorway at highway speeds. The new timing belt had all of its teeth sheared off when it was inspected after being towed to a repair. The water pump bearing had seized, which was quickly determined. As a result, the head’s valves all needed to be repaired, costing $1500.00. The true question is: Did the service provider advise changing all of the essential components, and did the customer refuse? Or was it a matter of finances or ignorance? This was stolen from the internet. I get phone calls frequently wondering how much it costs to change a timing belt. As I’ve hopefully shown, there’s more to maintaining a vehicle properly than just changing the belt. I will never give a price over the phone without having the opportunity to check all of these things, so I will always ask the caller to come in so that I can look at the vehicle and see if the serpentine belts had ever been replaced, whether the hoses and coolant are original, whether there are oil leaks from the cam or crank seals that frequently cause the belts to deteriorate prematurely, and more. While some callers hang up, others come in for our FREE assessment and precise estimate. Being preventive involves taking action rather than reacting. I’m to blame if a belt breaks down as a result of my failure to explain to you the significance of each component throughout the range of engine designs. Do Audis use timing chains or belts? Audi started gradually switching from belts to chains around 2005. Chains are more robust than belts, while being a little heavier and noisier. Most timing chains will endure the full life of a car, outlasting the engine itself, in contrast to most specialists’ recommendations that you change your timing belt after 75,000 miles or five years.