

**to fit:**

Audi, Seat, Skoda, Volkswagen
Various models 1.6 & 2.0 TDi engines



EN

Water Pump

Problem

Engine overheating, coolant temperature gauge reading over 110° C and poor interior heater performance. Also cooling system fault codes maybe logged in the engine control unit.

Cause

The water pump fitted to these vehicles has an ECU controlled collar, which interrupts the coolant flow to make the engine more thermally efficient. However, the control collar can become seized, or the plastic impeller can break up or come away from the shaft.

Solution

Ensure the engine is cool, then remove the coolant filler cap. Remove the small pipe to the coolant header tank and hold this over the filler neck of the header tank, there should be a small trickle of coolant flowing with the engine at idle. This should increase in flow when the engine speed is increased. If the flow rate does not increase, this would suggest a faulty water pump.

Replace the defective water pump with febi 103078, this is a conventional water pump, which eliminates the potential failure caused by the control collar. The solenoid valve must be removed from the old pump and fitted to the new pump. This is so the engine management system can recognise it. Failure to replace the solenoid valve will log an engine management fault.

Fill the cooling system with the correct coolant, then vacuum bleed the cooling system. Finally carry out the cooling system bleeding procedure, using a suitable serial diagnostic tool, to expel all the air from the cooling system.

For more technical information please visit: partsfinder.bilsteingroup.com