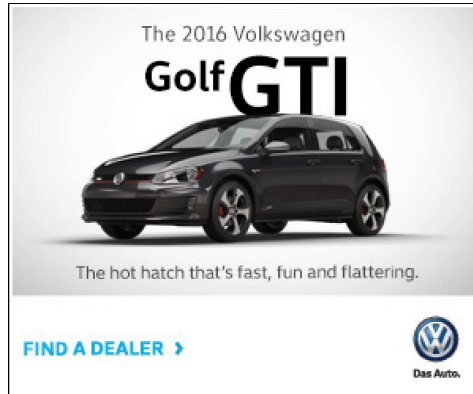




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VW GTI INSTALLS / DIYS ONLY
DIY DIY - HPFP Removal and Cam Follower Replacement



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Results 1 to 40 of 41 Page 1 of 2 1 2 Last

Thread: **DIY - HPFP Removal and Cam Follower Replacement**

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10-31-2010 09:09 PM

#1

SpeedDemon

DubMeister



Join Date: Jul 2007
Location: United States
Posts: 599



DIY - HPFP Removal and Cam Follower Replacement

Hey everyone,

It's been a while since I last posted a new DIY (lol, that's what happens when you get married!). Anyways, I decided to go with APR's rebuild HPFP since namotorsports.com is having an APR sale that actually ends tonight (10/31/10) in honor of H2O. I didn't mind the price since it was on sale. I happily paid the extra \$150 vs. AWE's (which I was looking at heavily) to have the peace-of-mind knowing that my pump was tested before and after the rebuild.

Here's what you'll need in the way of [tools](#) /parts:

- 1) OEM Cam Follower (got mine for \$50 at ecstuning.com)
- 2) Shop rags
- 3) Protective eyewear
- 4) 17mm box wrench
- 5) 13mm box wrench
- 6) T30 Torx
- 7) M8 Triple Square
- 8)Tape
- 9) Flat-head screwdriver

10) Skoal (optional) ;-)

Install time: 30-45min (depending on how fast you can get the M8 Triple Square nut removed)

Process:

This install is pretty straightforward. I think the main question people might have is the depressurization process...

1) Depressurizing the HPFP. This step has a few variations to it, I liked mine because I didn't have any [fuel](#) to clean up. I started by removing the top sensor (fuel pressure regulator) on the N276. A flat-head screwdriver helps with unsnapping it. Don't remove the sensor under the PCV hose yet (sensor on left side of HPFP). If you're wondering what that green square is to the bottom right of the HPFP, some newer model [GTI's](#) have a bleeder valve.



- Start the car and let it run for about 10 seconds. You'll hear a bit of sputtering going on. Don't worry, it's normal.

- Next, remove the HPFP Fuse (blue 15amp) from side panel on driver's side dash.



- Start the [car](#) again. It will only continuously turn at this point. Do this for 5 seconds.
At this point, your HPFP's pressure will have gone from 100bar to about 3bar.

2) Assuming you have already removed the engine [cover](#)/air intake, remove the second sensor on the left side of the HPFP. Also, if your pump has a bleeder valve, put on protective eyewear and unscrew it using (I believe) a 17mm or 13mm box wrench.



3) For clearance purposes, remove the hose fitting below the main PCV hose.

flat-head screwdriver helps. Some have suggested removing the main PCV hose and Boost tap line, you do NOT need to do this (there's enough clearance to work with).



4) Slide a shop rag underneath the HPFP.

5) Use the 17mm box wrench to remove the sleeve on the 1st fuel line (to the right, circled in red).





4) I used some tape around my M8 Triple Square bit to hold it in place with a 13mm box wrench. Because my M8 bit was too long, I ended up just holding the bit in place with my hand and using the 13mm box wrench to loosen it. If you have a smaller M8 bit, the tape idea will work.



This was the best angle for leverage with my wrench:



5) At this point, all that's left is to remove the three T30 Torx bolts holding the HPFP to the engine.



6) Slide your finger into the hole and pull out the Cam Follower.



7) Replace with the new Cam Follower.



8) And you're done. Simply put everything back together in reverse order.

Here's a pic of the old and new Follower. Mine didn't really need to be replaced yet, but since I was sending my HPFP to APR, I figured I'd go ahead and replace it. Not too much wear showing yet.



Enjoy,

SD

P.S. The torque specs for the bolts are:

- T30 Torx bolts: 10Nm
- Banjo Bolt: 17Nm
- Fuel Line Nut: 25Nm

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Last edited by SpeedDemon; 11-18-2010 at 08:33 AM. Reason: Torque specs for bolts

REVO Stage 3, K04 w/Forge Wastegate, RS4 Injectors, R8 Pressure Regulating Valve, APR Pump, EVOMS CAI, Milltek Exhaust, Synapse DV, BSH Throttle Pipe, S3 Diffuser Pipe, Forge Intercooler, 42DD Stealth Catch Can, NewSouth Boost gauge, Dieselgeeks Short shifter, Clubsport suspension, RSD rear stress bar, H&R F&R sway bars, tint, grounds

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09-03-2011 01:45 AM

#2

ronin666 ◦

VDubber



Join Date: Mar 2011
Location: norwalk, ca
Posts: 51

Re: DIY - HPFP Removal and Cam Follower Replacement

firstly, thank you a ton for doing this. second...when/why should this get replaced? are there symptoms? precautionary? i hear everyone SWEAR against these things...what do they DO?

Reply With Quote

09-03-2011 07:33 AM

#3

Teh Chr!s ◦

Banned User



Join Date: Dec 2007
Location: Prince George, VA
Age: 29
Posts: 10,016



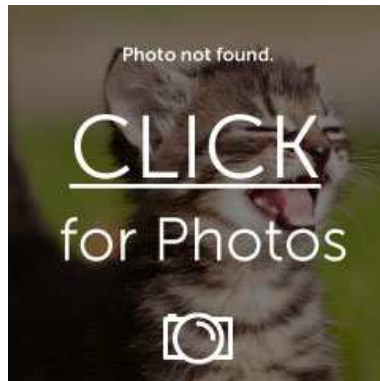
Re: DIY - HPFP Removal and Cam Follower Replacement

Originally Posted by **ronin666**

firstly, thank you a ton for doing this. second...when/why should this get replaced? are there symptoms? precautionary? i hear everyone SWEAR against these things...what do they DO?

http://www.ecstuning.com/Search/Cam_Follower/ES252809/

when i had my mk5 i checkd it every other [oil change](#) and replaced it if it got looking to worn downthis is what WILL happen if u dont stay on top of it





and if u haz teh awareness she may even come see you



- 04 TR .:R32 1of500 (Stage 4 Supercharged)
- 04 BMP .:GLI (.:R32 Swapped)
- 08 Audi A3 3.2VR6 Quattro (Daily Beater)

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09-03-2011 07:33 AM

#4

fastgti

DAS IST MEIN FAST

PREMIUM MEMBER

GLOBAL MODERATOR



Join Date: Apr 2007

Location: AUGUSTA, GEORGIA

Age: 34

Posts: 5,803



Originally Posted by **ronin666**

firstly, thank you a ton for doing this. second...when/why should this get replaced? are there symptoms? precautionary? i hear everyone SWEAR against these things...what do they DO?

It will cause you fuel to cut out and it can also damage othe [fuel pump](#) the cam sits on the loab of your cam and if it is sevely damaged the fuel pump.part will.hit the loab.

USING MY PHONE BYTCHES

<http://s987.photobucket.com/user/the...st001.jpg.html> **2007 VW GTI APR STAGE (DYNOED AT 450CHP ON 95 OCT; 2005 AUDI S4 (sold); 2012 VW JETTA (sold) 1965 FORD GALAXIE 500 XL CONVERTABLE 4 ON THE FLOOR, 390 CUBIC INCH MOTOR, DODGE VIPER RED; 2013 Chevy traverse 2LT.**

Reply With Quote

09-05-2011 01:38 AM

#5

ronin666

VDubber



Re: DIY - HPFP Removal and Cam Follower Replacement



Join Date: Mar 2011
Location: norwalk, ca
Posts: 51

roflwaffle #tehawareness
by every other oil change,were talkin 20k miles?

-thanks again x2

Reply With Quote

09-05-2011 09:34 AM

#6

Teh Chr!s

Banned User



Join Date: Dec 2007
Location: Prince George, VA
Age: 29
Posts: 10,016



Re: DIY - HPFP Removal and Cam Follower Replacement

Originally Posted by ronin666

roflwaffle #tehawareness
by every other oil change,were talkin 20k miles?

-thanks again x2

No by every other oil change i meant 10k I changed mine like ur supposed to not the 10k between service changes that the vw owners manual says The only oil i trusted to go that far was the amsoil i was running for the last 20k of her life

- 04 TR .:R32 1of500 (Stage 4 Supercharged)
- 04 BMP .:GLI (.:R32 Swapped)
- 08 Audi A3 3.2VR6 Quattro (Daily Beater)

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09-05-2011 01:45 PM

#7

Voyles

DubMeister



Join Date: Mar 2008
Location: South East MI
Posts: 704



Re: DIY - HPFP Removal and Cam Follower Replacement

Originally Posted by Teh Chr!s

No by every other oil change i meant 10k I changed mine like ur supposed to not the 10k between service changes that the vw owners manual says The only oil i trusted to go that far was the amsoil i was running for the last 20k of her life

But be careful as no amsoil is 502 certified..
Sometimes it seems that people take the cam follower situation to far and replace every 10K. I don't recommend that at all.

DSG
4+ >Your Three Pedals...

Reply With Quote

09-05-2011 07:58 PM

#8

Teh Chr!s

Re: DIY - HPFP Removal and Cam Follower Replacement

Banned User

LIFETIME VIP
GLOBAL MODERATOR



Join Date: Dec 2007
Location: Prince George, VA
Age: 29
Posts: 10,016



Originally Posted by **Voyles**

*But be careful as no amsoil is 502 certified..
Sometimes it seems that people take the cam follower situation to far and
replace every 10K. I don't recommend that at all.*

if u notice in my other post john i said i would [check](#) it every other and then
replace it if needed

04 TR .:R32 1of500 (Stage 4 Supercharged)
04 BMP .:GLI (.:R32 Swapped)
08 Audi A3 3.2VR6 Quattro (Daily Beater)

Reply With Quote

09-06-2011 06:18 PM

#9

Voyles

DubMeister

GLOBAL MODERATOR



Join Date: Mar 2008
Location: South East MI
Posts: 704



Re: DIY - HPFP Removal and Cam Follower Replacement

Originally Posted by **Teh Chr!s**

*if u notice in my other post john i said i would check it every other and then
replace it if needed*

gottcha

DSG
☪☪☪ >Your Three Pedals...

Reply With Quote

11-29-2011 07:46 PM

#10

The_Unnamed_

Jedi Dubber



Join Date: May 2011
Location: NJ
Posts: 369

Re: DIY - HPFP Removal and Cam Follower Replacement

so this cam follower thing, i have 40k+ miles on my mkv right now, ive been
having issues when accelerating at highway speeds, as i hit the gas i get this
"thump" and it kinda shakes the whole car. could that be the cause of a cam
follower being to worn? i have no idea if the previous owner replaced it in the
time they had it.

so could it cause fuel cuts or that sudden shudder on the highway?

2007 MKV **GTI**, 6-Speed manual, 2-dr, **BMP**

MODLIST

Forge BOV, Eibach lowering springs, 42DD Resonator delete, Yellow fog lenses, Painted
Badges, Alpine head unit, Carbon fiber/Red aluminum antenna

Reply With Quote

11-29-2011 09:29 PM

#11

07GTIMYFAST ◊

Spaminator numero uno

GLOBAL MODERATOR

Join Date: Dec 2007
 Location: Marietta/Hiawassee Ga
 Posts: 8,970

Re: DIY - HPFP Removal and Cam Follower Replacement

 Originally Posted by **The_Unnamed_**

so this cam follower thing, i have 40k+ miles on my mkv right now, ive been having issues when accelerating at highway speeds, as i hit the gas i get this "thump" and it kinda shakes the whole car. could that be the cause of a cam follower being to worn? i have no idea if the previous owner replaced it in the time they had it.

so could it cause fuel cuts or that sudden shudder on the highway?

yes, your HPFP/cam follower can cause fuel cuts

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<http://www.jmcmotion.co>

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11-30-2011 03:03 AM

#12

The_Unnamed_ ◊

Jedi Dubber



Join Date: May 2011
 Location: NJ
 Posts: 369

Re: DIY - HPFP Removal and Cam Follower Replacement

And just the fuel cut could cause that shudder? kinda feels like running over a manhole cover, just a quick bump and then its gone

2007 MKV **GTI**, 6-Speed manual, 2-dr, **BMP**

MODLIST

Forge BOV, Eibach lowering springs, **42DD** Resonator delete, **Yellow** fog lenses, Painted **Badges**, **Alpine** head unit, Carbon fiber/**Red** aluminum antenna

Reply With Quote

12-10-2011 12:31 AM

#13

Speedemon ◊

DubMeister



Join Date: Jul 2007
 Location: United States
 Posts: 599


Re: DIY - HPFP Removal and Cam Follower Replacement

 Originally Posted by **The_Unnamed_**

And just the fuel cut could cause that shudder? kinda feels like running over a manhole cover, just a quick bump and then its gone

I hate to say it but that almost sounds like a tranny issue

REVO Stage 3, K04 w/Forge Wastegate, RS4 Injectors, R8 Pressure Regulating Valve, APR Pump, EVOMS CAI, Milltek Exhaust, Synapse DV, BSH Throttle Pipe, S3 Diffuser Pipe,

Forge Intercooler, 42DD Stealth Catch Can, NewSouth Boost gauge, Dieselgeeks Short shifter, Clubsport suspension, RSD rear stress bar, H&R F&R sway bars, tint, grounds

Reply With Quote

12-10-2011 08:41 AM

#14

fastgti

DAS IST MEIN FAST

PREMIUM MEMBER

GLOBAL MODERATOR



Join Date: Apr 2007
Location: AUGUSTA, GEORGIA
Age: 34
Posts: 5,803



Originally Posted by **SpeeDemon**

I hate to say it but that almost sounds like a tranny issue

I would look into that also. But with the mkv the subframe bolts come loose. I found out the hard ways. My thumping went away with the subframe spacers last night.

DU SCHAUST WIE EIN [AUTO](#), NUR NICHT SO SCHNELL!!!!

<http://s987.photobucket.com/user/the...st001.jpg.html> **2007 VW GTI APR STAGE (DYNOED AT 450CHP ON 95 OCT; 2005 AUDI S4 (sold); 2012 VW JETTA (sold) 1965 FORD GALAXIE 500 XL CONVERTABLE 4 ON THE FLOOR, 390 CUBIC INCH MOTOR, DODGE VIPER RED; 2013 Chevy traverse 2LT.**

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12-11-2011 01:15 AM

#15

The_Unnamed_

Jedi Dubber



Join Date: May 2011
Location: NJ
Posts: 369



Re: DIY - HPFP Removal and Cam Follower Replacement

well neither of those sound good.. lol warranty isn't up yet, should i bring it in and have them check the trans?

it doesnt do the thump all the time, or in every gear. its pretty random. and never does it when i first shift into the gear. Only after its in gear already and im accelerating a bit, very strange.

2007 MKV **GTI**, 6-Speed manual, 2-dr, **BMP**

MODLIST

Forge BOV, Eibach lowering springs, 42DD Resonator delete, Yellow fog lenses, Painted Badges, Alpine head unit, Carbon fiber/Red aluminum antenna

Reply With Quote

12-11-2011 07:05 AM

#16

fastgti

DAS IST MEIN FAST

PREMIUM MEMBER

GLOBAL MODERATOR



Join Date: Apr 2007
Location: AUGUSTA, GEORGIA
Age: 34



Originally Posted by **The_Unnamed_**

well neither of those sound good.. lol warranty isn't up yet, should i bring it in and have them check the trans?

it doesnt do the thump all the time, or in every gear. its pretty random. and never does it when i first shift into the gear. Only after its in gear already and im accelerating a bit, very strange.

Posts: 5,803

If it is under warrenty i would take it in. Also check out your dog bog mount. Warrenty is your best friend with a newer car.

DU SCHAUST WIE EIN AUTO, NUR NICHT SO SCHNELL!!!!

<http://s987.photobucket.com/user/the...st001.jpg.html> **2007 VW GTI APR STAGE (DYNOED AT 450CHP ON 95 OCT; 2005 AUDI S4 (sold); 2012 VW JETTA (sold) 1965 FORD GALAXIE 500 XL CONVERTABLE 4 ON THE FLOOR, 390 CUBIC INCH MOTOR, DODGE VIPER RED; 2013 Chevy traverse 2LT.**

Reply With Quote

12-11-2011 08:37 PM

#17

The_Unnamed_ ◦

Jedi Dubber



Join Date: May 2011

Location: NJ

Posts: 369

Re: DIY - HPFP Removal and Cam Follower Replacement

Originally Posted by **fastgti** ◻

If it is under warrenty i would take it in. Also check out your dog bog mount.

Warrenty is your best friend with a newer car.

DU SCHAUST WIE EIN AUTO, NUR NICHT SO SCHNELL!!!!

will do, thanks for the help 😊👍

2007 MKV **GTI**, 6-Speed manual, 2-dr, **BMP**

MODLIST

Forge BOV, Eibach lowering springs, 42DD Resonator delete, Yellow fog lenses, Painted Badges, Alpine head unit, Carbon fiber/Red aluminum antenna

Reply With Quote

12-19-2011 08:10 PM

#18

VWGTI WV ◦

New Dub Cub

Join Date: Jun 2011

Posts: 1

Re: DIY - HPFP Removal and Cam Follower Replacement

Originally Posted by **The_Unnamed_** ◻

so this cam follower thing, i have 40k+ miles on my mkv right now, ive been having issues when accelerating at highway speeds, as i hit the gas i get this "thump" and it kinda shakes the whole car. could that be the cause of a cam follower being to worn? i have no idea if the previous owner replaced it in the time they had it.

so could it cause fuel cuts or that sudden shudder on the highway?

I'm having this same problem. Especially in 4th gear accelerating hard. I'm stage 2 and haven replaced my cam follower. If you could tell me what the dealership says I'd appreciate it. No warranty for me.):

Reply With Quote

12-19-2011 08:54 PM

#19

The_Unnamed_ ◦

Jedi Dubber

Re: DIY - HPFP Removal and Cam Follower Replacement



Join Date: May 2011
Location: NJ
Posts: 369

Originally Posted by **VWGTI WV**

I'm having this same problem. Especially in 4th gear accelerating hard. I'm stage 2 and haven't replaced my cam follower. If you could tell me what the dealership says I'd appreciate it. No warranty for me.):

no prob, havent gotten time for it yet, guna set an appointment up after im done with school and the holidays

2007 MKV **GTI**, 6-Speed manual, 2-dr, **BMP**

MODLIST

Forge BOV, Eibach lowering springs, 42DD Resonator delete, Yellow fog lenses, Painted Badges, Alpine head unit, Carbon fiber/Red aluminum antenna

Reply With Quote

03-20-2012 10:17 PM

#20

latintiger

Jedi Dubber



Join Date: Nov 2007
Age: 35
Posts: 305

Re: DIY - HPFP Removal and Cam Follower Replacement

So I decided to order a cam follower for my car. Just in case it needed to be replaced, i didn't want to be stuck without one. So it turns out that it didn't need to be replaced. At least I don't think it needs to be replaced.....you guys be the judge



Reply With Quote

03-20-2012 11:24 PM

#21

Jsilva970

GTI Master



Join Date: Jul 2010
Location: Derry, New Hampshire, United States
Age: 25
Posts: 6,115



Couple scratches I would its a cheap enough part.

Sent from my PC36100 using Tapataalk

Originally Posted by **shaun07**

yeah. kinda annoying sig

Originally Posted by **xcrazydx**

You're the densest person I've run into in a while.



Reply With Quote

03-21-2012 10:55 AM

#22

latintiger ◊

Jedi Dubber



Join Date: Nov 2007
 Age: 35
 Posts: 305

Re: DIY - HPFP Removal and Cam Follower Replacement

Whats the advantage of replacing it over a couple of scratches?

Reply With Quote

03-21-2012 10:58 AM

#23

Jsilva970 ◊

GTI Master



Join Date: Jul 2010
 Location: Derry, New Hampshire, United States
 Age: 25
 Posts: 6,115

Re: DIY - HPFP Removal and Cam Follower Replacement

Originally Posted by **latintiger** ◊
Whats the advantage of replacing it over a couple of scratches?

its new..... serious question ?

Originally Posted by **shaun07** ◊
yeah. kinda annoying sig

Originally Posted by **xcrazydx** ◊
You're the densest person I've run into in a while.



Reply With Quote

03-21-2012 11:05 AM

#24

latintiger ◊

Jedi Dubber



Join Date: Nov 2007
 Age: 35
 Posts: 305

Re: DIY - HPFP Removal and Cam Follower Replacement

yes, serious question.
 why would scratches affect it's use?
 Im not trying to be a jerk about it, just doesn't make sense to replace it over scratches.

Reply With Quote

03-21-2012 11:11 AM

#25

Jsilva970 ◊

GTI Master



Join Date: Jul 2010
 Location: Derry, New Hampshire, United States
 Age: 25
 Posts: 6,115

Re: DIY - HPFP Removal and Cam Follower Replacement

its thin.... as scratches occur its shaving down the metal.... then eventually looks like this



Originally Posted by **shaun07** ◊
yeah. kinda annoying sig

Originally Posted by **xcrazydx** ◊
You're the densest person I've run into in a while.



Reply With Quote

03-21-2012 11:15 AM

#26

latintiger ◊

Jedi Dubber



Join Date: Nov 2007
 Age: 35
 Posts: 305

Re: DIY - HPFP Removal and Cam Follower Replacement

Gotcha. Thanks.
 Any idea what causes that type of damage?

Reply With Quote

03-21-2012 11:18 AM

#27

Jsilva970 ◊

GTI Master



Join Date: Jul 2010
 Location: Derry, New Hampshire, United States
 Age: 25
 Posts: 6,115



****ty motor design by vw.

Sent from my PC36100 using Tapatalk

Originally Posted by **shaun07** ◊
yeah. kinda annoying sig

Originally Posted by **xcrazydx** ◊
You're the densest person I've run into in a while.



Reply With Quote

03-21-2012 12:43 PM

#28

xcrazydx ◊

Use Google Search!!!!

LIFETIME VIP



Join Date: Nov 2007
 Location: 8 1 4
 Posts: 8,211



Originally Posted by **latintiger**

*Gotcha. Thanks.
Any idea what causes that type of damage?*

Low oil, and it naturally destroys itself anyway due to a design flaw

Sent from SKYROCKET
NexusMod 4.0
Some Kernel

Originally Posted by **volcano**

well im a blob and im comfortable in my mk4

Originally Posted by **D.Light**

*I LOVE GTI'S AND MMA AND I SMOKE CRACK LOTS AND LOTS OF
CRACCCCKKKKKKKKKK NEEEGGGGRRRROOOOOOOEESSSSS*

Originally Posted by **csmith1957**

Bang bang tang!!

Reply With Quote

03-21-2012 11:59 PM

#29

Rogue ◊

New Dub Cub

Join Date: Mar 2012
 Posts: 3



Re: DIY - HPFP Removal and Cam Follower Replacement

Hi All,

I signed up to this thread just to share what I know, to help in sharing of information. I'm from Australia and own an Audi DTM A4 edition with the 2.0 FSI engine.

I checked my follower at around 60,000 klms (40,000 miles) about two years ago when I first read about this issue. I thought I would find a damaged

follower but I was surprised that mine was basically, still in good reasonably good condition. Although the Teflon coating has rubbed off in places, the follower still had a flat surface and as you can see, my cam looks like it is still in perfect condition with a very smooth surface.

<http://www.ozaudi.com/photopost/show...resize&cat=631>

Using the photo above that shows a severely damaged follower at 50k miles as a reference, you can see the amount of wear is completely different than mine at around 40k miles. Even though I hadn't done 50k miles at that time, I still expected to see a pretty damaged follower (I had seen that pic of the various damaged followers at that time).

Although I had no reason to change my follower at that time, I wanted to understand why mine had not shown the wear that I had read about on the internet. My research led me to believe this is actually caused by the oil that you are using there in the States, and more importantly the oil composition and ZDDP content. I think from memory I read and believe this problem to be caused by the regulations in the states about oil composition and subsequent decrease in ZDDP content in your oils. If you feel like it, you can do a google search for "Cam follower ZDDP" and find plenty of information to keep you occupied for a while.

I am now about to come up on my 90 klms service, and am going to change the follower as part of a regular maintenance routine. I'll post a pic of mine after 90k if it interests anyone.

Don't get me wrong, I still believe that every owner should be well aware of this issue and this should be a regular maintenance item (inspection only, replace if necessary) for all Audi/VW owners. I just want to help clarify that this problem isn't correctly explained as a design issue or oil supply problem.

For your information I use Castrol (BP) Edge Sport (0-40) in my car at every oil change, which I believe (at least here in Aus) has a good ZDDP content and is the reason why this is so much less of a problem here..

Hope this helps..
Steve

Last edited by Rogue; 03-22-2012 at 12:02 AM.

Reply With Quote

03-22-2012 12:06 AM

#30

Jsilva970 ◉

GTI Master



Join Date: Jul 2010
Location: Derry, New Hampshire, United States
Age: 25
Posts: 6,115



It also depends if someone is running s stage 2 plus tune. Which wares it a lot faster

Sent from my PC36100 using Tapatalk

Originally Posted by **shaun07**

yeah. kinda annoying sig

Originally Posted by **xcrazydx**

You're the densest person I've run into in a while.



Reply With Quote

03-22-2012 12:17 AM

#31

MiniCoopKiller ▾

Dub Love

GLOBAL MODERATOR



Join Date: Dec 2009
 Location: Washington
 Age: 22
 Posts: 3,122

Re: DIY - HPFP Removal and Cam Follower Replacement

Originally Posted by Rogue ▾

Hi All,

I signed up to this thread just to share what I know, to help in sharing of information. I'm from Australia and own an Audi DTM A4 edition with the 2.0 FSI engine.

I checked my follower at around 60,000 klms (40,000 miles) about two years ago when I first read about this issue. I thought I would find a damaged follower but I was surprised that mine was basically, still in good reasonably good condition. Although the Teflon coating has rubbed off in places, the follower still had a flat surface and as you can see, my cam looks like it is still in perfect condition with a very smooth surface.

<http://www.ozaudi.com/photopost/show...resize&cat=631>

Using the photo above that shows a severely damaged follower at 50k miles as a reference, you can see the amount of wear is completely different than mine at around 40k miles. Even though I hadn't done 50k miles at that time, I still expected to see a pretty damaged follower (I had seen that pic of the various damaged followers at that time).

Although I had no reason to change my follower at that time, I wanted to understand why mine had not shown the wear that I had read about on the internet. My research led me to believe this is actually caused by the oil that you are using there in the States, and more importantly the oil composition and ZDDP content. I think from memory I read and believe this problem to be caused by the regulations in the states about oil composition and subsequent decrease in ZDDP content in your oils. If you feel like it, you can do a google search for "Cam follower ZDDP" and find plenty of information to keep you occupied for a while.

I am now about to come up on my 90 klms service, and am going to change the follower as part of a regular maintenance routine. I'll post a pic of mine after 90k if it interests anyone.

Don't get me wrong, I still believe that every owner should be well aware of this issue and this should be a regular maintenance item (inspection only, replace if necessary) for all Audi/VW owners. I just want to help clarify that this problem isn't correctly explained as a design issue or oil supply problem.

For your information I use Castrol (BP) Edge Sport (0-40) in my car at every oil change, which I believe (at least here in Aus) has a good ZDDP content and is the reason why this is so much less of a problem here..

Hope this helps..
Steve

That is good information but when I pulled my follower out at 40k then it showed about the same amount of wear as yours did.



states but it also has to do with the design of the follower itself, cam lobe, and if people do not keep up on checking their oil and making sure that there is an adequate amount to "lube" the follower and the cam shaft then it starts to eat itself due to friction. 😊🔧 Lubrication is key... I believe that is a quote. 😊

2008 GTI with lots of stuff. 😊🔧

🗨️ Originally Posted by **dman624** 🗨️

Its like the girl that had chlamydia last year, hitting you up and wanting to go out. You know it was taken care of a while back, but you still don't know if your trust it

🗨️ Originally Posted by **csmith1957** 🗨️

It was all xcrazydx's hard work. He got all up in my hatch

Reply With Quote

03-22-2012 01:09 AM

#32

Rogue ◊

New Dub Cub

Join Date: Mar 2012

Posts: 3

📄 **Re: DIY - HPFP Removal and Cam Follower Replacement**

That's what she said.

Im prob going to replace mine this weekend. I'll post for reference. I can't believe how bad that one in the photo is after just 15k miles.. crazy. Almost looks like there was no lubrication at all.

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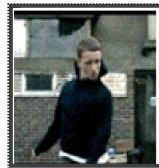
03-22-2012 10:32 AM

#33

MiniCoopKiller ◊

Dub Love

GLOBAL MODERATOR



Join Date: Dec 2009

Location: Washington

Age: 22

Posts: 3,122

📄 **Re: DIY - HPFP Removal and Cam Follower Replacement**

🗨️ Originally Posted by **Rogue** 🗨️

That's what she said.

Im prob going to replace mine this weekend. I'll post for reference. I can't believe how bad that one in the photo is after just 15k miles.. crazy. Almost looks like there was no lubrication at all.

Well if it was the A revision cam then I am not surprised at all. Poorly designed piece and it did not help the wear at all. We both have the B revision came so it doesn't wear as fast and actually "rolls" over the cam more evenly and decreases wear, as long as you keep oil in there.

Oh, nice car by the way. 😊🔧 Post some pics up somewhere and what you have done.

2008 GTI with lots of stuff. 😊🔧

🗨️ Originally Posted by **dman624** 🗨️

Its like the girl that had chlamydia last year, hitting you up and wanting to go out. You know it was taken care of a while back, but you still don't know if your trust it

Originally Posted by **csmith1957**

It was all xcrazydx's hard work. He got all up in my hatch

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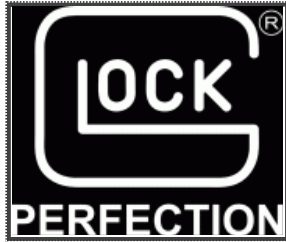
03-22-2012 10:41 PM

#34

xcrazydx

Use Google Search!!!!

LIFETIME VIP



Join Date: Nov 2007
Location: 8 1 4
Posts: 8,211



Originally Posted by **MiniCoopKiller**

That is good information but when I pulled my follower out at 40k then it showed about the same amount of wear as yours did.



It may have something to do with the specs of the oil we have here in the states but it also has to do with the design of the follower itself, cam lobe, and if people do not keep up on checking their oil and making sure that there is an adequate amount to "lube" the follower and the cam shaft then it starts to eat itself due to friction. 🤔 Lubrication is key... I believe that is a quote 🤔

It is a design issue, that's why they extended everyones warranty and did away with the design for the next model.

Sent from SKYROCKET
NexusMod 4.0
Romracer 0.3

 Originally Posted by **volcano** 

well im a blob and im comfortable in my mk4

 Originally Posted by **D.Light**

I LOVE GTI'S AND MMA AND I SMOKE CRACK LOTS AND LOTS OF CRACCCCKKKKKKKKKKK NEEEGGGGRRRROOOOOOOOEESSSS

 Originally Posted by **csmith1957**

Bang bang tang!!

Reply With Quote

04-04-2012 04:01 AM

#35


Rogue 

New Dub Cub

Join Date: Mar 2012

Posts: 3

 **Re: DIY - HPFP Removal and Cam Follower Replacement**

 Originally Posted by **MiniCoopKiller** 

Well if it was the A revision cam then I am not surprised at all. Poorly designed piece and it did not help the wear at all. We both have the B revision came so it doesn't wear as fast and actually "rolls" over the cam more evenly and decreases wear, as long as you keep oil in there.

Oh, nice car by the way. 😊 Post some pics up somewhere and what you have done.

Thanks for the comment mate. If you want to see a few more pics of my A4 DTM look here:

<http://www.ozaudi.com/photopost/showgallery.php?cat=633>

I changed over my follower last night. There is a definite degradation from 60k, but the surface on my follower is still extremely smooth to the touch so it probably still had some go in it even at 87k klms. It makes you wonder why there is such a difference, so I just cant accept "bad design" - a bad design would have this catastrophic failure across the entire production.

In any case, its something to stay on top of. The pictures of my 90k replacement are here:

<http://www.ozaudi.com/photopost/showgallery.php?cat=632>

Cheers, Steve

Reply With Quote

10-23-2012 11:09 PM

#36

dohc324ci 

Dubber In Training

Join Date: Oct 2012

Location: NorCal

 **Re: DIY - HPFP Removal and Cam Follower Replacement**

Sweet! gonna do this soon with 131k.

Posts: 7

2007 Volkswagen GTI DSG/Boost Gauge/Vogtland Springs/Sunroof
2006 Ford Mustang GT FRPP FR3 Handling Pack/GTA Axle backs/Steeda
 CAI/XCal3/Hurst Shifter - (289rwhp/307rwtq) - Tuned by BAMA
2003 Mercury Marauder 300A FRPP BOSS50 Block/MMR 900S Stroker 5.3L DOHC
 324ci 10:1cr H/C/I - (331rwhp/370rwtq) - **Tuned by AED**

Reply With Quote

01-07-2014 10:37 AM

#37

seanpryan87 ◻

VDubber



Join Date: Jun 2011
 Location: New Hampshire
 Posts: 86

Re: DIY - HPFP Removal and Cam Follower Replacement

Love this thread & DIY, just used it last night to finally replace my Cam Follower. I've been bad (mostly from ignorance) and I drove 70+ miles without checking it and I have no idea if the previous owner ever did.

Good thing I did because I basically pulled out pieces of what used to be a cam follower.

My question is this: Is there ANY trick out there as to accessing that "banjo bolt" easier? I did what was shown here with the M8, 1/2" box wrench and tape, but there was just no wiggle room. Getting it back on took 20 minutes itself! This was a 2 hour job for me, mainly because I'm a newbie still and this was my first time taking the HPFP off.

Based on what I went through last night, I have NO desire to go back in there myself but I hate paying people to work on my car.

Tricks? fixes? beer? mild sedative? is anyone listening to me?

thanks!

Reply With Quote

01-07-2014 02:04 PM

#38

Speedemon ◻

DubMeister



Join Date: Jul 2007
 Location: United States
 Posts: 599



Re: DIY - HPFP Removal and Cam Follower Replacement

Originally Posted by seanpryan87 ◻

Love this thread & DIY, just used it last night to finally replace my Cam Follower. I've been bad (mostly from ignorance) and I drove 70+ miles without checking it and I have no idea if the previous owner ever did.

Good thing I did because I basically pulled out pieces of what used to be a cam follower.

My question is this: Is there ANY trick out there as to accessing that "banjo bolt" easier? I did what was shown here with the M8, 1/2" box wrench and tape, but there was just no wiggle room. Getting it back on took 20 minutes itself! This was a 2 hour job for me, mainly because I'm a newbie still and this was my first time taking the HPFP off.

Based on what I went through last night, I have NO desire to go back in there myself but I hate paying people to work on my car.

Tricks? fixes? beer? mild sedative? is anyone listening to me?

thanks!

Glad this helped. You could try a flex ratcheting wrench like these craftsmans: <http://www.sears.com/craftsman-cm-wr...7&blockType=G7>

I just made due with what I had. I wasn't willing to buy another tool just to make my job go about 10 minutes faster. I'm cheap when it comes to stuff like that.

REVO Stage 3, K04 w/Forge Wastegate, RS4 Injectors, R8 Pressure Regulating Valve, APR Pump, EVOMS CAI, Milltek Exhaust, Synapse DV, BSH Throttle Pipe, S3 Diffuser Pipe, Forge Intercooler, 42DD Stealth Catch Can, NewSouth Boost gauge, Dieselgeeks Short shifter, Clubsport suspension, RSD rear stress bar, H&R F&R sway bars, tint, grounds

Reply With Quote

01-07-2014 02:07 PM

#39

seanpryan87

VDubber



Join Date: Jun 2011
Location: New Hampshire
Posts: 86

Re: DIY - HPFP Removal and Cam Follower Replacement

ooh, I like those. Steep price. I'm a sucker for gadgets and tools, I may have to purchase

Originally Posted by SpeedDemon

Glad this helped. You could try a flex ratcheting wrench like these craftsmans:
<http://www.sears.com/craftsman-cm-wr...7&blockType=G7>

I just made due with what I had. I wasn't willing to buy another tool just to make my job go about 10 minutes faster. I'm cheap when it comes to stuff like that.

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01-31-2014 02:33 PM

#40

airchina83

Dubber In Training

Join Date: Jan 2014
Posts: 7

Re: DIY - HPFP Removal and Cam Follower Replacement

Thanks for the DIY, I did my first one at 100,200 miles on my 2008 Jetta GLI/FSI. I was surprised to to see minimal wear after hearing/seeing all the horror stories on the forums. I don't have a computer flash and only take spirited drives occasionally, which may have contributed to the good wear.



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Last Post: 07-24-2009, 09:07 PM

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By *banditscout* in forum *MKV GTI*

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