



VKMA 01250

Technical Bulletin - July 2012



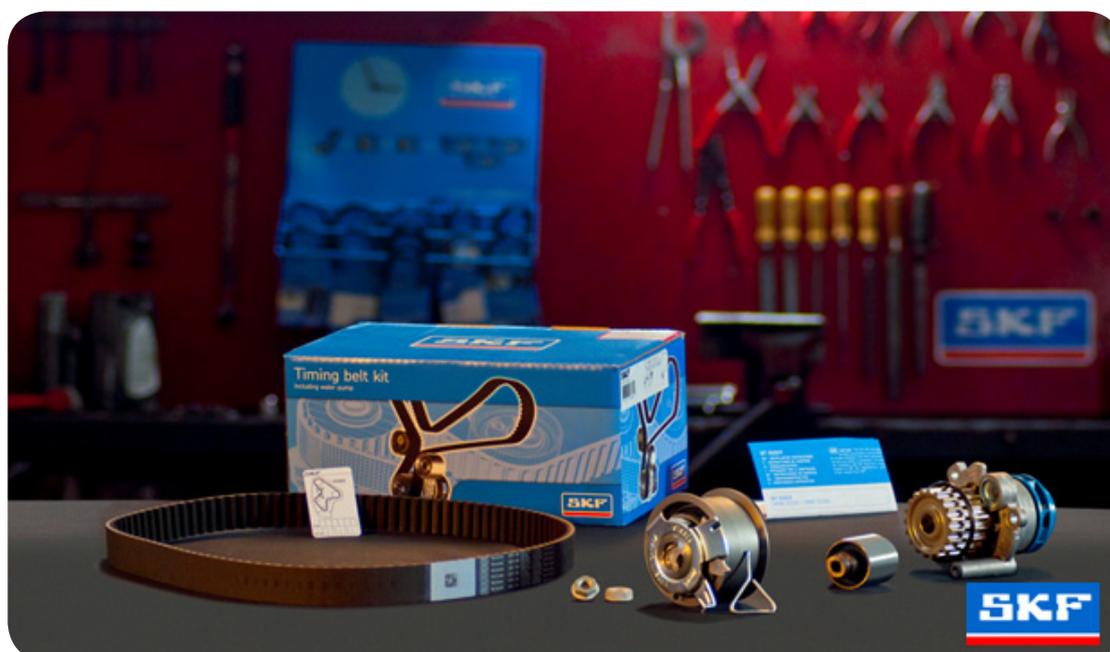
AUDI, FORD, SEAT, SKODA, VW



FITTING RECOMMENDATIONS

Car maker	Model	Engine
Audi	A2, A3, A4, A6	1.4 Tdi, 1.9 Tdi, 2.0 Tdi
Ford	Galaxy	1.9 Tdi
Seat	Arosa, Cordoba, Ibiza, Alhambra, Altea, Leon, Toledo	1.4 Tdi, 1.9 Tdi, 2.0 Tdi
Skoda	Fabia, Praktik, Octavia , Roomster, Superb	1.4 Tdi, 1.9 Tdi, 2.0 Tdi
VW	Bora, Caddy, Eos, Fox, Golf, Golf Plus, Jetta, Lupo, Multivan, New Beetle, Passat, Polo, Sharan, Touran, Transporter	1.4 Tdi , 1.9 Tdi, 2.0 Sdi, 2.0 Tdi

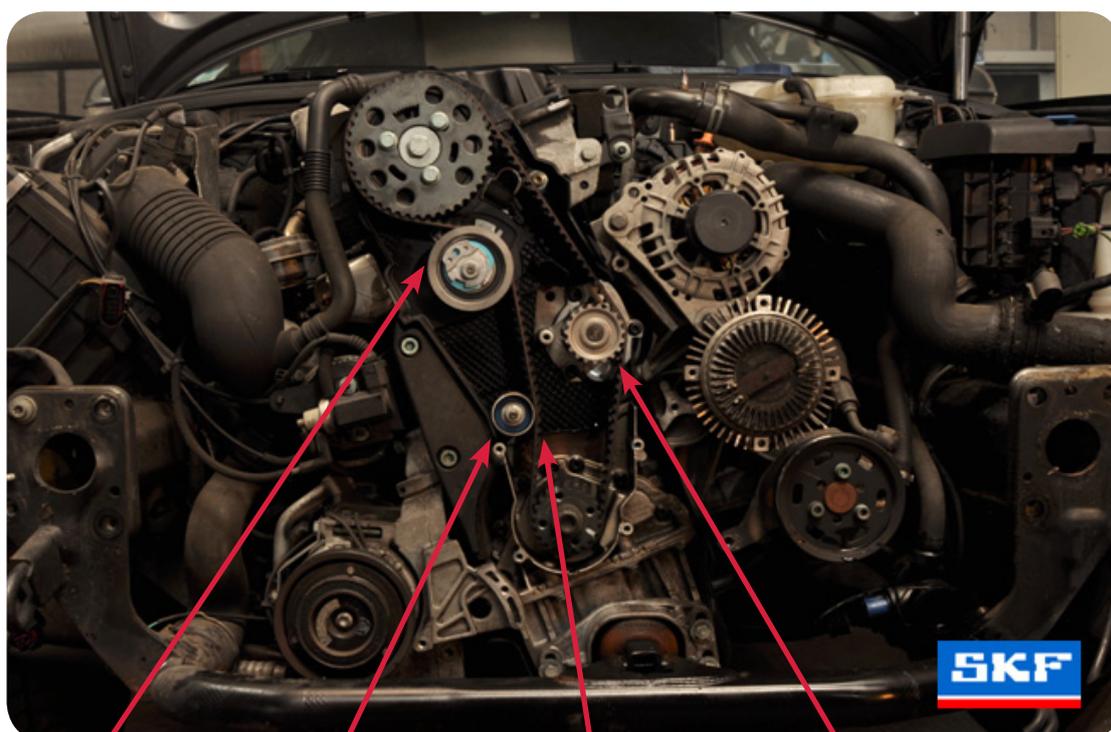
For detailed applications, please refer to the latest SKF catalogue.



In line with OE evolution and specifications, the material of the belt included in the VKMA/C 01250 kits has been modified.

A PTFE – PolyTetraFluoroEthylene – coating has been applied to the new belt, which ensures stronger resistance and extends the timing belt kit replacement from 90,000 to 120,000 km (or 5 years, whichever is soonest).

Dependant on the kit production date; the coating could be black or white in colour. However, both offer the same performance level.



VKM 11250
+ 1 pin, 1
stud and 1
nut.

VKM 21147
+ 1 stud
and 1 nut.

Timing belt
TB01142

VKPC 81626 (VKMC 01250-1)
VKPC 81418 (VKMC 01250-2)
VKPC 81417 (VKMC 01250-3)



1. Remove the crankshaft pulley cap and timing cover upper case.

2. Remove the crankshaft pulley bolts, the pulley and timing cover lower case.

3. Turn crankshaft clockwise to Top Dead Center on 1st cylinder (4Z mark).



4. Lock camshaft sprocket and crankshaft sprocket using the correct tools.



5. Slacken the tensioner nut and turn the tensioner anti clockwise using the correct tool.

6. Remove the idler, belt, tensioner and then the water pump.





7. Undo the camshaft sprocket bolts and turn the pulley, aligning the bolts in the middle of the oblong holes.

8. Install the new water pump (tighten to 15Nm).

9. Replace the tensioner and idler studs.

10. Install the new tensioner (VKM 11250) with the pin in place. Turn the adjustment dial in a clockwise direction, as far as possible with the tool and hand-tighten the nut.

11. Fit the new belt in the following order: camshaft sprocket, tensioner, crankshaft sprocket and water pump.

12. Fit the new idler (VKM 21147) (tighten to 20Nm).

13. Turn the adjustment dial in an anti clockwise direction until the pin can be removed.

14. Turn the adjustment dial in a clockwise direction until the indicator pointer is aligned with the notch.

15. Tighten the tensioner nut (20 Nm + 45°) and the camshaft sprocket bolts (25 Nm).

16. Remove the tools and turn the engine twice.

17. Refit lowercase and uppercase, crankshaft pulley bolts (tighten to 10 NM + 90°) and pulley cap.

