

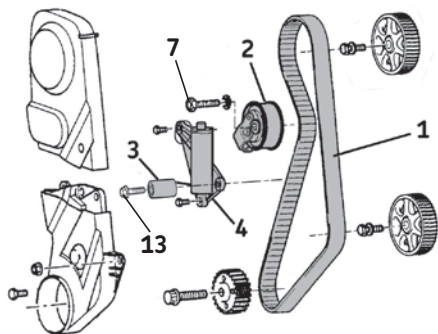
VKMA 01008

VKMA 01908



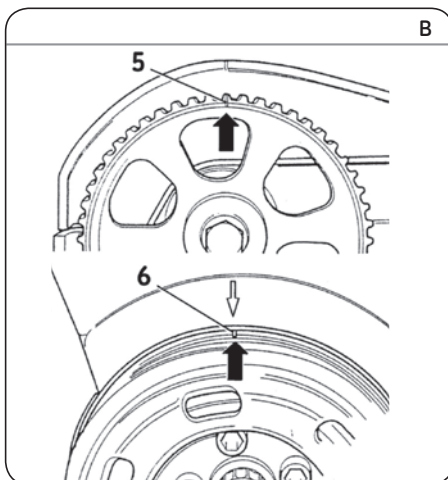
A

 (10): Locking pin ref T40011



(7): 40 Nm
(13): 25 Nm

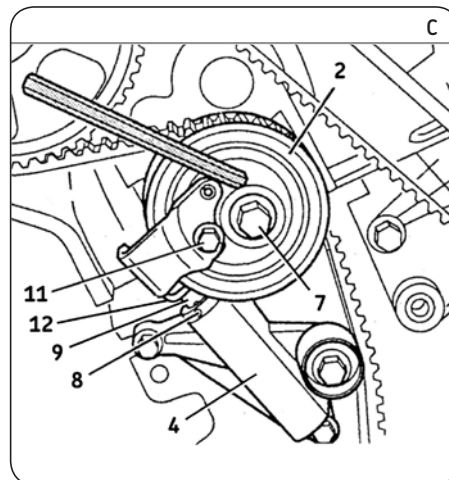
B



Removal

- 1) Disconnect the battery according to the vehicle manufacturing guidelines.
- 2) Prepare the vehicle for the timing replacement according to the vehicle manufacturing guidelines.
- 3) Turn the crankshaft in the engine rotation direction (**clockwise**) up to TDC. Check that the timing marks on the crankshaft sprocket and the crankshaft pulley (5) and (6) are aligned (Fig. B).
- 4) Remove the crankshaft pulley and the lower timing belt casing.
- 5) Loosen the Retaining bolt (7) of the tensioner roller (2) and turn the roller **anti-clockwise** with an Allen key until the holes (8) of the piston (9) and the tensioning device (4) are aligned (Fig. C).

C



Caution: Be careful to turn the tensioner roller slowly so as not to damage the tensioning device (4) (Fig. C).

- 6) Insert the pin (10) in the holes (8) (Fig. C and C1).

Caution: Do not loosen the bolt (11) (Fig. C).

- 7) Remove the tensioner roller (2) and the timing belt (1).
- 8) Remove the idler roller (3) (Fig. A).
- 9) **If proceeding to fit kit VKMA 01908:**
– Remove the tensioning device (4) and the pin (10) (Fig. C and C1).

Install Confidence

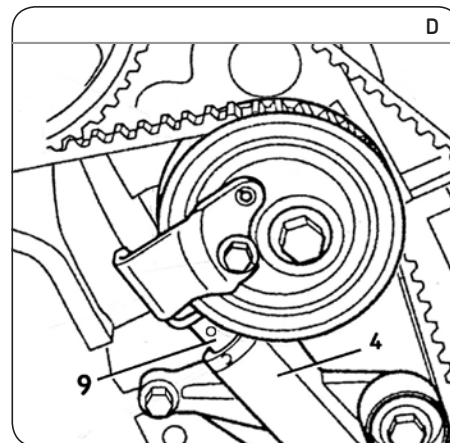
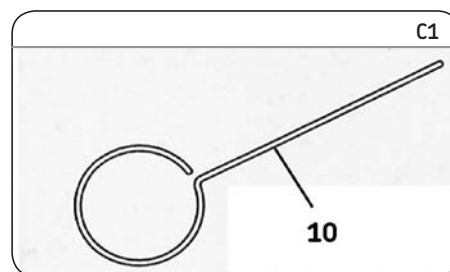
Refitting

Caution! First carefully clean thoroughly the bearing surfaces of the rollers and of the tensioning device

- 10) Check the alignment of the mark (5) on the camshaft sprocket (Fig. B).
- 11) If proceeding to fit kit VKMA 01908:
 - Fit the new tensioning device (4) with the pin (10) (Fig. C and C1).
- 12) Refit the new idler roller (3) and its new bolt (13). Tighten the fastening bolt (13) to 25 Nm.
- 13) Refit the new tensioner roller (2): turn it **anti-clockwise**, using an Allen key, until its back plate (12) bears against the piston (9) (Fig. C).
- 14) Refit the new timing belt (1).
- 15) Refit the lower casing and crankshaft pulley. Lightly tighten the crankshaft pulley fastening bolt.
- 16) Check the alignment of the crankshaft pulley timing mark (6) (Fig. B).

Note: Check that the side of the belt between the camshaft sprocket and the countershaft sprocket is tight.

- 17) Tighten the timing belt (1): turn the tensioner roller (2) **anti-clockwise** using an Allen key (Fig. C). Lightly tighten the tensioner roller fastening nut (7) of the tensioner roller. Remove the pin (10) (Fig. C1) and allow the piston to act (9) until it extends completely from the tensioning device (4) (Fig. D).
- 18) Tighten the fastening nut (7) of tensioner Roller (2), without altering its position, to a torque of 40 Nm.
- 19) Rotate the crankshaft two turns in the engine rotation direction up to TDC (marks (5) and (6) aligned (Fig. B)).
- 20) Refit the elements removed in reverse order to removal.
- 21) Fill the cooling circuit with the permanent fluid recommended.
- 22) Check the circuit's leak-tightness when the engine reaches its running temperature and secure the level of coolant when the engine is at ambient temperature (20 °C).



Notice: Always follow the vehicle manufacturer instructions when working on the engine. The SKF KITS are designed for the automotive repair professional and must be fitted using tooling used by these professionals. These instructions are to be used as a guideline only. This document is the exclusive property of SKF. Any representation, partial or full reproduction, is forbidden without prior written consent from SKF.