



VKMA 04108

Technical Bulletin – November 2012



Ford



OE design tensioner evolution



OE #: 1124040 – 1201255 –
2T1Q 6M260 AA - YS4Q 6M2060 AA



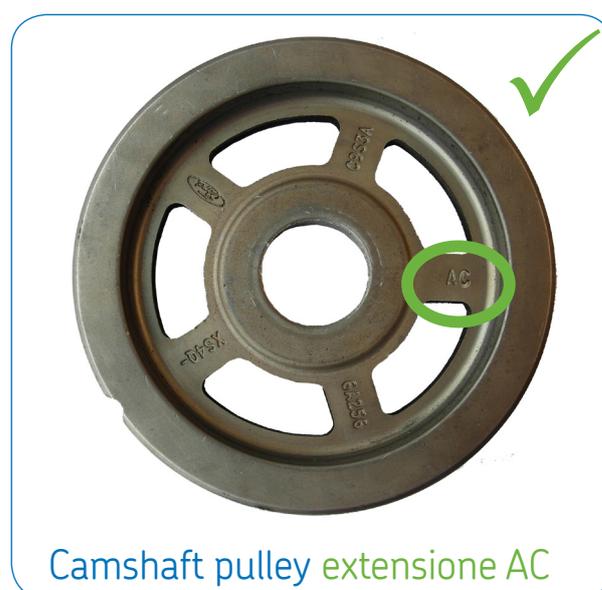
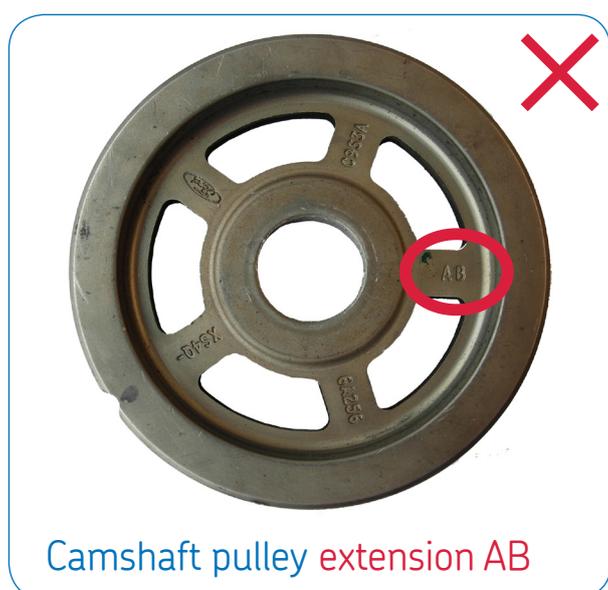
Car Maker	Main model	Engine
Ford	C-Max, Fiesta, Focus, Galaxy, Mondeo IV, S-Max, Tourneo, Transit	1.8 Di / TDi / TDDi / TDCi

For detailed application, please refer to TecDoc or the latest SKF catalogue.

For all applications that require VKMA 04108, you may encounter a manual tensioner fitted on the car. The car manufacturer recommends replacing the original manual tensioner with an automatic design that is found in the Ford replacement kit and equivalent to our VKM 14108 and VKMA 04108 kits.

Whilst replacing the manual tensioner to the automatic version, the car manufacturer recommends also replacing the timing belt. So the complete kit VKMA 04108 must be used.

For the older applications being repaired for the first time, a specific check of the camshaft pulley is required. The camshaft pulley marked **Ford XS4Q 6A256 AB** should be replaced with **Ford XS4Q 6A256 AC**.



Note: This is a specific dealer part and can be obtained through the car dealer network.

SKF kit content:

As the replacement of the camshaft pulley might only be needed once on older cars fitted with the manual tensioner, the car manufacturer doesn't include this camshaft pulley in their timing belt kits.

The SKF kit **VKMA 04108** contains all the components recommended by the car manufacturer.

- 1 Timing belt
- 1 Tensioner roller
- 1 Specific fitting instructions



More fitting instructions:



Find some hints and tips in the SKF Pole Position bulletin to avoid costly mistakes when installing this timing belt kit.

Reference: VKMA 04108 – issue 10.2011

Go to vsm.skf.com to register and start Installing Confidence with our SKF Pole Position program. Absolutely free of charge!



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