

SKF Technical Bulletin

SKF Timing Tensioner VKM 15218 – Fitting instructions



GM Astra H/J, Combo, Corsa C/D, Meriva, Mokka, Zafira B
 CHEVROLET Cruze, Trax, HONDA Civic VII



SKF Fitting recommendations



Car Make	Tensioner OE Nb	SKF Tensioner kit	SKF Timing belt kits
GM	56 36 403, 56 36 739, 97249944, 97249945	VKM 15218	VKMA 05609, VKMA 05700
Honda	14530-PLZ-D00		

For a professional replacement of the SKF Timing tensioner VKM 15218, SKF recommends to follow all fitting steps available on the following pages to avoid a tensioner or a timing belt misalignment that could lead to an engine breakdown.

VKM 15218



M⊙ D=65 W=28

VKMA 05700



VKMA 05609



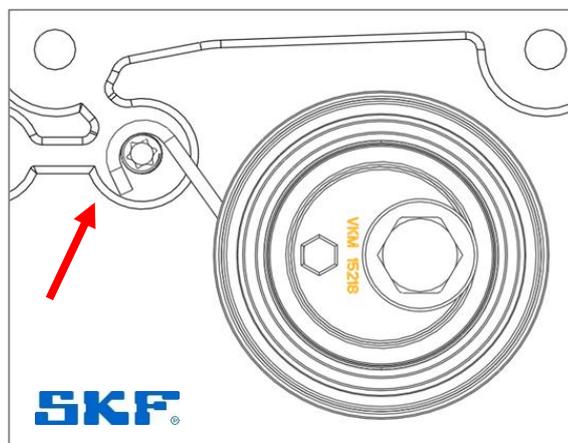
SKF Timing Tensioner VKM 15218 – Fitting instructions

A new stud is included in the SKF Timing belt kits VKMA 05609 and VKMA 05700. This stud has to be fitted on the engine. Never re-use the worn stud!

1. Install the new stud and tighten to **18,6 Nm**.



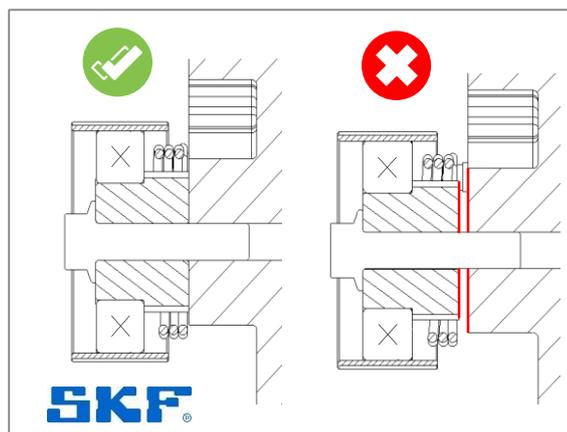
2. Set the coil spring on the stud mounted previously. Fit the SKF tensioner VKM 15218.



Warning!

Make sure that the tensioner back is contacting well against the engine surface!

If not, when going to step 3, there is a risk that the last spring coil being stuck on the engine surface. This will create misalignment on the tensioner/belt and lead to engine failure!

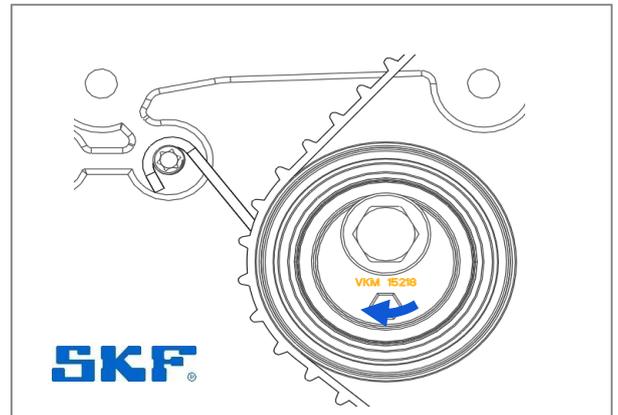


SKF Timing Tensioner VKM 15218 - Fitting instructions

3. Rotate the tensioner anti-clockwise direction with an Allen key to 5 o'clock position. Then, tighten the bolt to maintain the tensioner in pre-mounted position. **The pre-mounting phase is crucial to fit properly the belt!**



4. **Note!** Install the new belt starting by the camshaft, injection pump pulley, idler and follow direction until the tensioner! The belt should be free on the tensioner side in order to apply the correct tension.



5. Loosen the tensioner bolt in order to apply automatically the correct timing belt tension.

6. Maintain adjustment dial with the Allen key to torque tensioner bolt to **49 Nm**.

Warning!

After turning the engine twice, always check if there is no misalignment between the tensioner and the timing belt.

The last coil spring should not be stuck between the tensioner and the engine face.



YouTube [Click here to watch SKF technical videos on Youtube!](#)

© SKF Group 2018

The contents of this publication are the copyright of the publisher and may not be reproduced (even extracts) unless written permission is granted. Every care has been taken to ensure the accuracy of the information contained in this publication but no liability can be accepted for any loss or damage whether direct, indirect or consequential arising out of the use

