

NT 01014
 VKMA 01018
 VKMA 01918
 VKMC 01918-1
 VKMC 01918-2

Audi / Skoda / Seat / Volkswagen

VKMA 01018

VKMA 01918

VKMC 01918-1

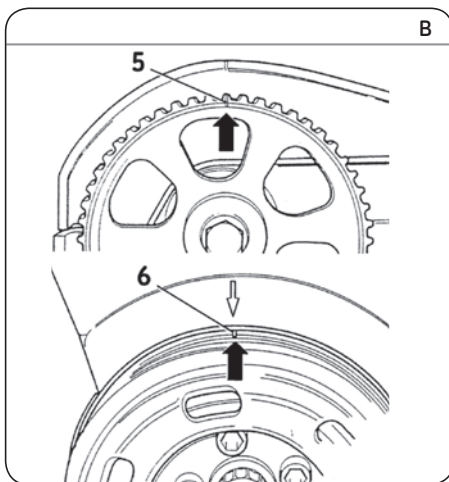
VKMC 01918-2



A

(7): No. T10008
 (9): No. 3387

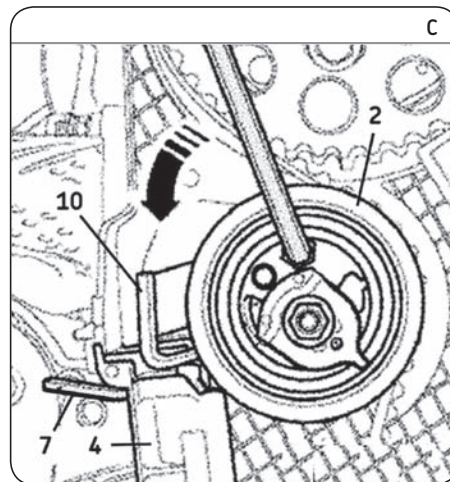
(12): 15 Nm
 (13): 27 Nm
 (14): 15 Nm
 (17): 10 Nm + 90°



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. The marks (5) and (6) of the camshaft sprocket and the crankshaft sprocket must be aligned (**Fig. B**).
- 4) Remove the crankshaft pulley.
- 5) Remove the middle and lower timing covers.
- 6) Loosen the tensioner roller fastening nut (13) and turn the roller (2) **anti-clockwise** with an Allen key until the locking tool (7) can be inserted in the tensioning device (4) (**Fig. C**).

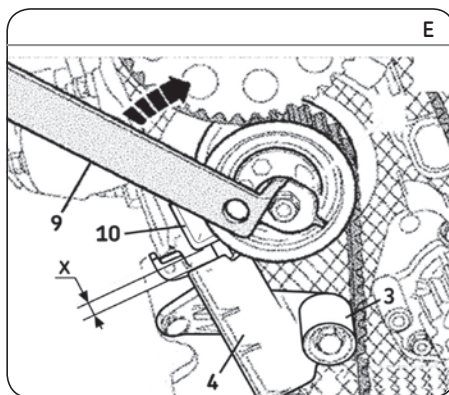
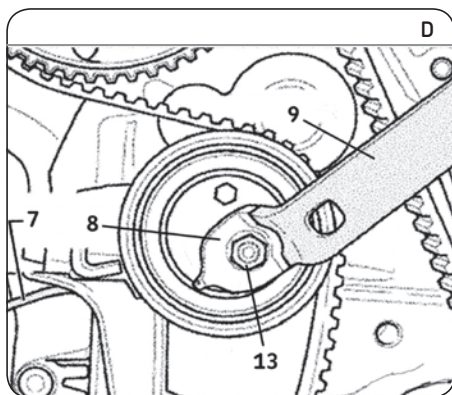
Caution: Be careful to turn the tensioner roller slowly so as not to damage the tensioning device (4) (**Fig. C**).



- 7) Turn the adjustment dial (8) of the tensioner roller (2) **clockwise** with the wrench (9) to loosen the belt (1) (**Fig. D**).
- 8) Remove the tensioner roller (2) and the timing belt (1) (**Fig. A**).
- 9) Remove the stud (14) (**Fig. A**).
- 10) **If proceeding to fit kit VKMA 01018:**
 – Remove the tensioner roller (3) (**Fig. A**).
- 11) **If proceeding to fit kit VKMA 01918/VKMC 01918-1/-2:**
 – Remove the tensioning device (4) equipped with the idler roller (3) (**Fig. A**) and the locking tool (7) (**Fig. C**).
- 12) **Removing the water pump**
 (VKMC 01918-1/-2): firstly bleed the cooling circuit, check it is clean, and clean if required; secondly fully loosen the water pump fastening bolts (12) and remove the pump (11) (**Fig. A**).

Install Confidence





Refitting

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

- 13) **Refitting the water pump:** firstly fit the new water pump (11), apply the torque **15 Nm** to the waterpump bolts (12); then check that the water pump pulley runs properly, and has no hard or locking spots.
- 14) Check the alignment of the timing mark (5) on the camshaft sprocket (Fig. B).
- 15) **If proceeding to fit kit VKMA 01918/VKMC 01918-1/-2:**
 - Fit the new tensioning device (4) equipped with the new idler roller (3) (Fig. A) and the locking tool (7) (Fig. C).
- 16) **If proceeding to fit kit VKMA 01018:**
 - Fit the new idler roller (3) and its new bolt (15) (Fig. A).
- 17) Fit the new stud (14) (Fig. A) and tighten to 15 Nm.
- 18) Fit the new tensioner roller (2), its new washer (16) and its new nut (13) (Fig. A): turn the tensioner **anti-clockwise**, with an Allen key, until its back plate (10) bears against the tensioning device (4) (Fig. C).
- 19) Fit the new timing belt (1) on the crankshaft sprocket.
- 20) Refit the lower timing casing and crankshaft pulley. Lightly tighten the crankshaft pulley fastening bolts (17) (Fig. A).
- 21) Check the alignment of the crankshaft pulley timing marks (6) (Fig. B).

- 22) Fit the new belt (1) in the following order: water pump sprocket, tensioner roller and camshaft sprocket.
- 23) Tighten the timing belt (1): Turn the adjustment dial (8) of the tensioner roller (2) in an **anti-clockwise** direction using the wrench (9) (Fig. D). Lightly tighten the tensioner roller fastening nut (13) (Fig. D) and turn the tensioner roller **clockwise** with the wrench (9) until the distance "X" between the back plate (10) and the upper edge of the tensioning device (4) is equal to 8 mm (Fig. E) (check the distance "X" with an 8 mm diameter rod).
- 24) Tighten the fastening nut (13) of tensioner roller, without altering its position, to a torque of **27 Nm**.
- 25) Rotate the crankshaft two turns in the engine rotation direction up to TDC (marks (5) and (6) aligned (Fig. B)).
- 26) Check the distance "X" (Fig. E), it should be equal to 8 mm.
- 27) If the distance "X" is not reached, loosen the tensioner roller fastening nut (13) and turn the tensioner **anti-clockwise** with an Allen key until the locking tool (7) can be inserted in the tensioning device (4) (Fig. C).

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

- 28) Remove the belt (1) from the camshaft sprocket, tensioner roller and water pump sprocket and repeat the belt tensioning procedure from step 22) to step 24).
- 29) Rotate the crankshaft two turns in the engine rotation direction up to TDC (marks (5) and (6) aligned (Fig. B)).
- 30) Check the distance "X" (Fig. E), it should be equal to 8 mm.
- 31) Tighten the crankshaft pulley fastening bolts (17) to **10 Nm + 90°** (Fig. A).
- 32) Refit the elements removed in reverse order to removal.
- 33) Fill the cooling circuit with the permanent fluid recommended.
- 34) 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).

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