

VKMC 01121-1 – Fitting guidelines



AUDI A2 – SEAT Arosa, Leon, Ibiza, Toledo, Cordoba, Inca
SKODA Fabia, Saloon, Octavia – VW Bora, Caddy, Estate, Golf, Polo (1.4, 1.4 16v)



Fitting guidelines to avoid costly mistakes



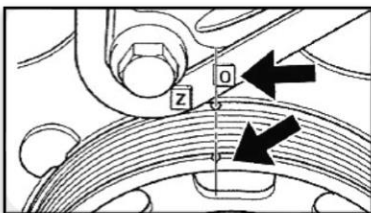
SKF kit	OE Nb
VKMA 01121	#OE 036 198 119 F / 036 198 119 E
VKPC 81407	#OE 036 121 008 M / 036 121 005 B / 036 121 005 E / 036 121 005 Q

Fitting guidelines to avoid costly mistakes

This bulletin highlights the issues faced during the replacement of the timing belt system and water pump, this time concerning the Volkswagen 1.4 16V

The use of torque wrenches, in the setting of this vehicle's timing system is crucial. Guessing the torque applied to the tensioners could produce a catastrophic outcome! VW recommends replacing the belt and tensioner every 90 000 Kms and after this replacement, to check all parts of the timing belt kit every 30 000 kms for all applications linked to this kit.

Fitting guidelines for the VKMC 01121-1 timing belt kit on Volkswagen 1.4 16V



1. Ensure that the engine is supported safely, bring crankshaft to TDC, using the notches on the flywheel as guidance.

VW recommends special tools when replacing this timing system.

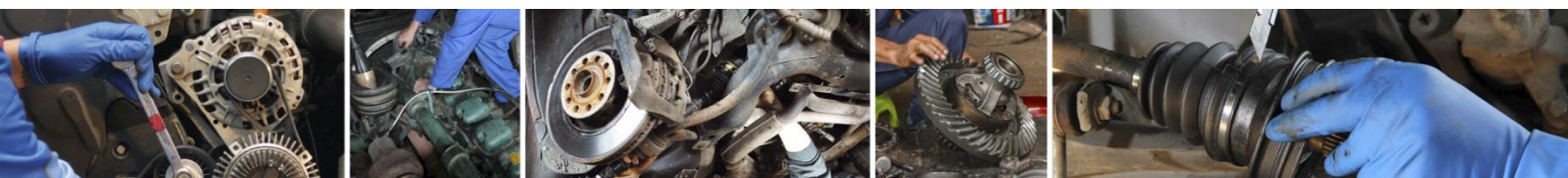
SKF is offering VKN 1001 for replacing the timing system VKMA 01121



VKN 1001

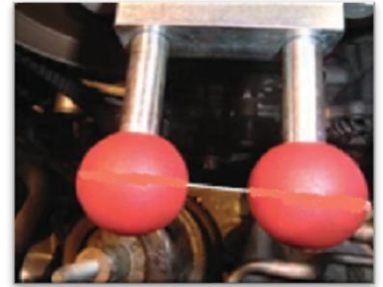
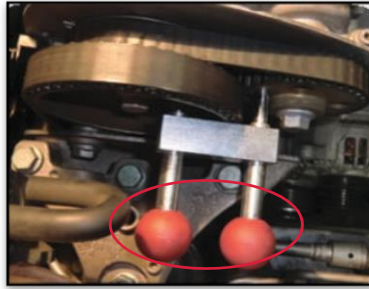


The VKMC 01121- 1 fits on other VW/Audi platforms. Please check the SKF e-catalogue before proceeding!

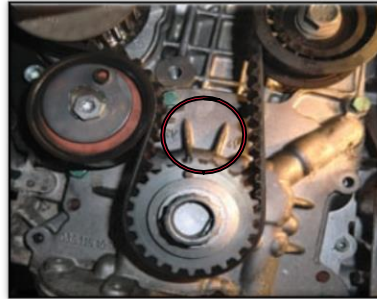


- Remove the upper timing cover and insert the locking tools (T10016) into the camshaft gears.


Note: Tools are not fully engaged until the lines on the handles are aligned.



- Remove the crankshaft pulley, then refit the bolt using 2 washers, remove the lower timing casing cover. Ensure that the crankshaft is at TDC: the tooth with the chamfer **must** be aligned with the mark on the engine.



- Loosen the retaining bolt on the tensioner, rotate tensioner anti-clockwise to release the belt.

 **Note:** Cam gear locking tools must be removed in order to remove the outer belt. Care must be taken not to disrupt the timing of the system at this stage!

- Replace the locking tools.

- Loosen and remove the camshaft synchronization tensioner pulley and replace the new short timing belt.



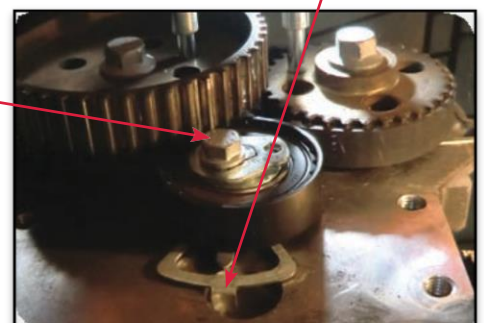
Note: Before fitting the VKM 11124 tensioner, ensure that the adjuster plate is in the 6 o'clock position.

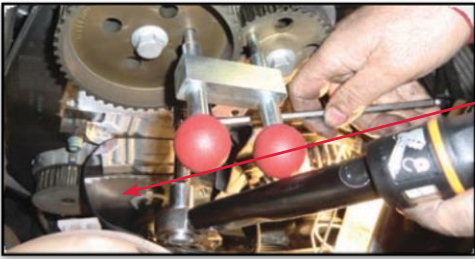
- Check that lug is fitted in the opening of the engine. Then finger tighten.



- Using an allen key, turn the tensioning dial in an anti-clockwise direction, until the pointer is aligned with the lower spigot.

- Then torque to 20 Nm.





Tip: Use a mirror to check setting as you apply the torque.

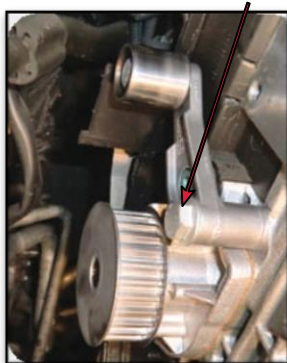
10. Drain the cooling system and discard. Clean the contact area of the pump and fit the new VKPC 81407.



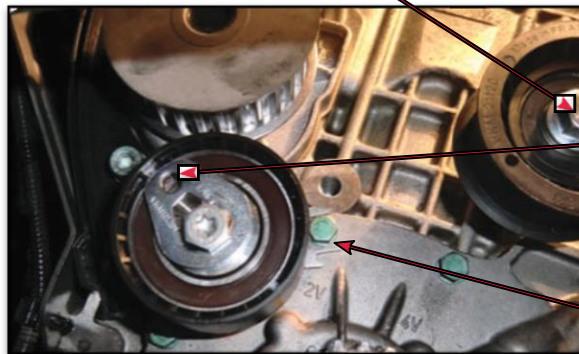
Note: When renewing the cooling system components, **always** ensure that the engine and radiators are completely flushed with clean water. Any remaining residue i.e., metal particles, calcium deposits, etc. can destroy the ceramic seal in the new water pump!

Torque : 20 Nm

11. Fit the VKM 21121 idler below and torque 50 Nm.

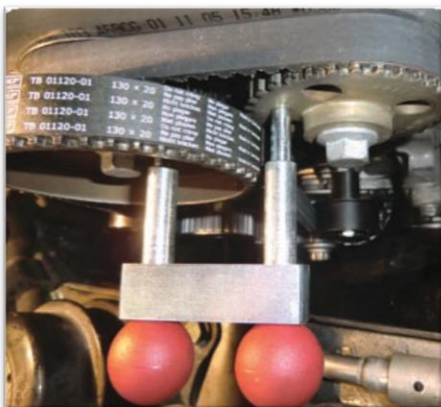


12. Then fit the VKM 21120 and torque to 50 Nm.



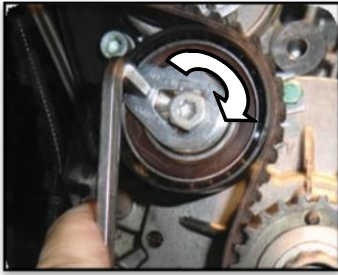
13. Fit the VKM 11120 tensioner and set the tensioner at the 10 o'clock position.

Ensure that the backing plate is located correctly and firmly against the engine block.



14. Carefully remove the cam gear locking tools, and fit the belt in the following order:

1. Water pump
2. Tensioner
3. Crankshaft sprocket
4. Large idler VKM 21120
5. Camshaft sprocket
6. Refit the cam gear locking tools at this stage!
7. Fit the belt onto the VKM 21121 idler.



15. Tighten the belt by turning the setting plate in a clockwise direction.



16. Rotate until the pointer is aligned with the spigot on the backing plate.



17. Then torque to 20 Nm.

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