

SKF Technical Bulletin

VKM 11269 / VKM 11263 - New Timing Tensioner design



AUDI A1/A3, Q3, SEAT Ibiza, Leon, SKODA Fabia, Octavia, VW Golf, Polo
1,6 – 2.0 TDI engines



SKF New Timing Tensioner design + Fitting recommendations



VAG Tensioner kit OE Nb	SKF Tensioner kit	SKF Timing belt and water pump kit
03L 109 243 B, 03L 109 243 F	VKM 11269	VKMA 01148, VKMC 01148-2
03L 109 243 E	VKM 11263	VKMA 01263, VKMC 01263-1 VKMC 01263-2

From the batch code 256 O, SKF has developed and patented two new Timing tensioner design for the above popular VAG applications. The design evolution is in line with OE specifications and complies with OE product quality and performance.

New SKF design does not require specific retaining pin tool as per the fitting instructions on the next pages.

VKM 11263

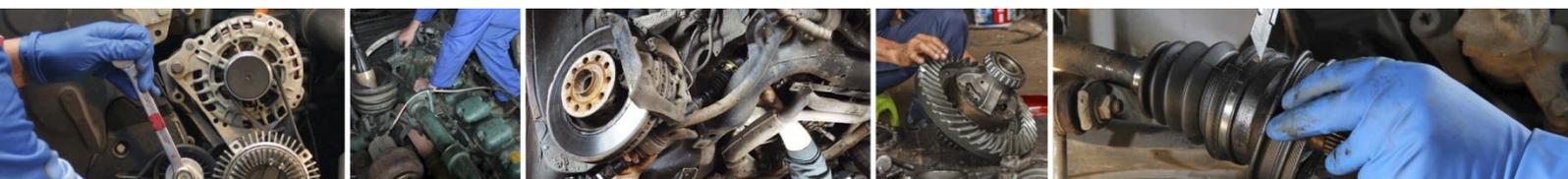


AT D=67.6 W=31.6

VKM 11269



AT D=67.7 W=26.5



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For a professional repair, always use the SKF Timing tool VKN 1000!

1. Install the new SKF tensioner. Always secure that the positioning pin is correctly located (Pic. 1). A mirror can help for the operation.

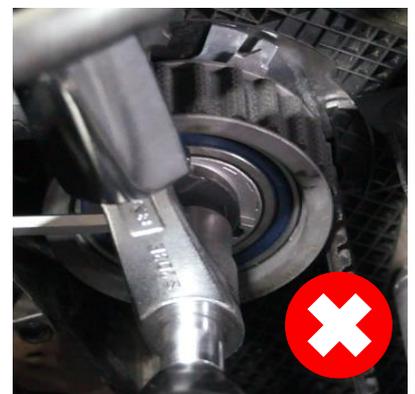
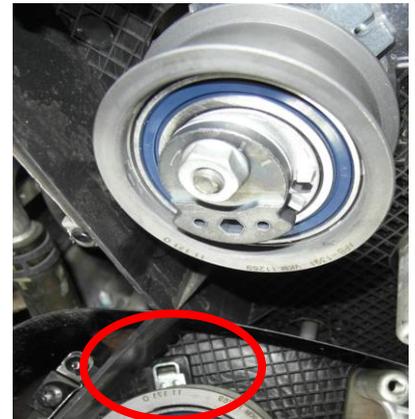
2. Turn the adjustment dial of the tensioner in clockwise direction, until the pointer is aligned on the center of the back plate slot (Pic. 2).

3. Finger tighten the nut to maintain the tensioner setting in the right position.

4. Tighten the tensioner nut to **20 Nm + 45°**, ensuring the correct setting of the pointer in the back plate slot (Pic. 3).

5. Rotate the engine in a clockwise direction twice.

6. After the engine rotation twice, if the tensioner setting is in the wrong position as in Pic. 4. (pointer not aligned with back plate slot), renew the previous operations until to reaching recommended tensioner setting.



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

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