

VKM 13262 – Fitting guidelines



PSA 607; 407; C5; C6;
 JAGUAR XF. XJ
 LANDROVER DISCOVERY III; RANGE ROVER SPORT



Fitting guidelines to avoid (hot stop hammering) New design of tensioner



SKF kit	OE Nb
VKM 13262	#OE 0829.F9 + 1926.67 + 0829.F9 + 9X2Q 6K254 BB + 4S7Q 6K254 CB + 9X2Q 6K254 BB

Fitting guidelines to how to set the belt tension.

This bulletin highlights the issues faced during the replacement of tensioner.

The belt tension, in the setting of this vehicle’s timing system is crucial. Guessing the torque applied to the tensioners could produce a catastrophic outcome!

Fitting guidelines for the VKM 13262

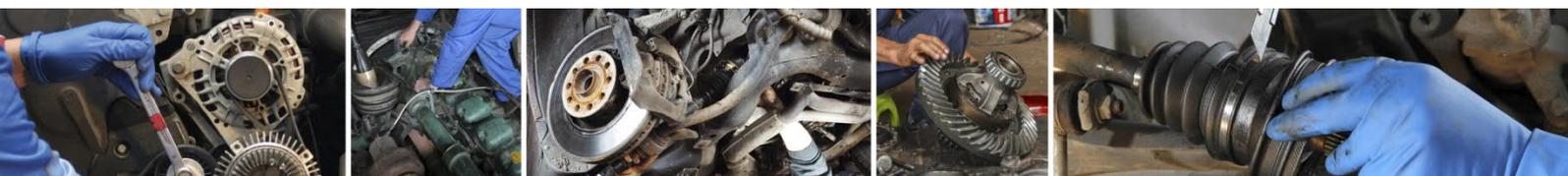


1. Turn the camshaft in the normal direction of rotation
Using the crankshaft pinion screw
2. Fit the crankshaft setting rod
3. Peg the camshafts
4. Loosen the screws of the camshaft sprockets

5. Slacken the roller tensioner and remove the timing belt
6. Make sure that the tensioner surface is clean before installation
7. Renew the tensioner



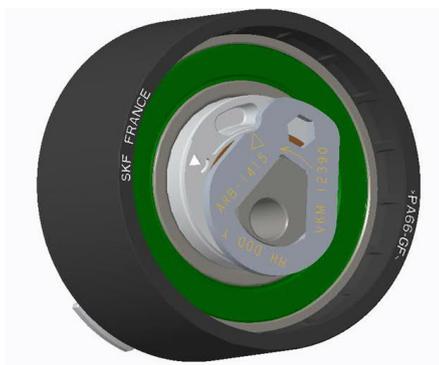
Observe the tightening torques



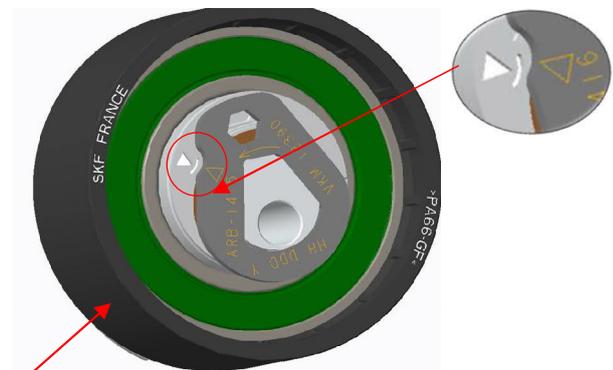
8. Tighten the tensioner, Bolt finger-tight

9. Fit the timing belt anti-clockwise, starting at the crankshaft gearwheel

- Roller idler
- Camshaft pulley
- Roller idler
- Camshaft pulley
- Roller tensioner



Initial position (before fitting)



Setting position

10. Use a hexagonal wrench to come aligned the two arrows between it

11. Tighten the tensioner pulley bolt 24Nm

12. Check that the camshaft gearwheels are not at the end of the slots

13. Tighten on **clockwise** the camshaft gearwheel bolts 23 Nm
Check correct setup (position/tension) of the tensioner again

14. Remove the gearwheel locking tool

15. Remove the camshaft locking pin

16. Turn the crankshaft eight rotation by hand

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