VKMA 04222/ VKM 14222

Technical Bulletin – December 2012

Ford, Mazda, Volvo

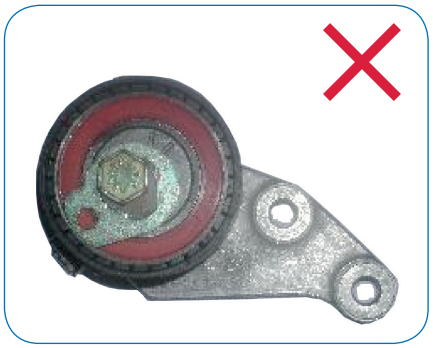
OE/SKF Timing tensioner design evolution

OE # VKMA: 1672143 – 3M5Q8A615DA
OE # VKM: 1361840

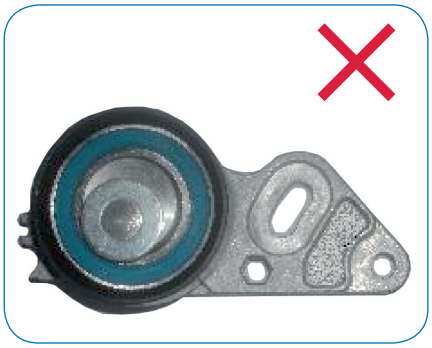
Car Maker	Main model	Engine
Ford	Fiesta, Focus, Fusion, Puma	1.25 16V / 1.4 16V / 1.6 16V
Mazda	121, 2	1.25 / 1.4 / 1.6
Volvo	S40, V50	1.6 16V

For detailed application, please refer to TecDoc or the latest SKF catalogue.

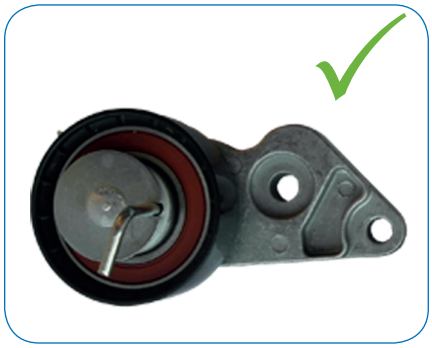
For the above applications, the Ford Group has changed several times the timing tensioner design.
It has stopped to supply of the old version, fitting only the P/N 4M5G 6K254 DB on new cars and salling only the OE P/N 1361840 in its dealer network. The car manufacturer recommends to fit only the latest one.
SKF has created the corresponding kits VKM 14222 and VKMA 04222, in line with the latest OE evolution.



Old OE ref.: 1039422
Diam. of pulley: 60 mm
Bolt on the pulley for adjustment



Old OE ref.: 11040187
Diam. of pulley: 62 mm
Oblong hole adjustment



New OE ref.: 1361840
Diam. of pulley: 62 mm
Retaining pin
= SKF ref.: VKM 14222

OE tensioner design major evolutions

SKF kit content:

Ford Group strongly recommends changing the crankshaft bolt during the timing system repair.
This bolt is a torque-to-yield fastener and has to be dismounted in order to access the timing system.
Do not take any risks! Change all associated auxiliary components included in the SKF kits.

SKF Complete repair offer

Following the car manufacturer's specifications, SKF has included 2 crankshaft bolts in the timing belt kit VKMA 04222.

The crankshaft bolts are sold as loose components by spare parts counters of franchised car dealers.

+ 2 crankshaft bolts

SKF dim.: M12x 44,5
OE ref.: 1406755

SKF dim.: M12x 29
OE ref.: 1057134

Important note!

The SKF kit contains two completely new bolts.
Please select the new bolt that matches the used bolt which has been removed (the length of the new screw must be the same as the length of the used screw).

Torque specifications for mounting

Tensioner bolt	= 20 Nm
Crankshaft bolt	= 40 Nm + 90°