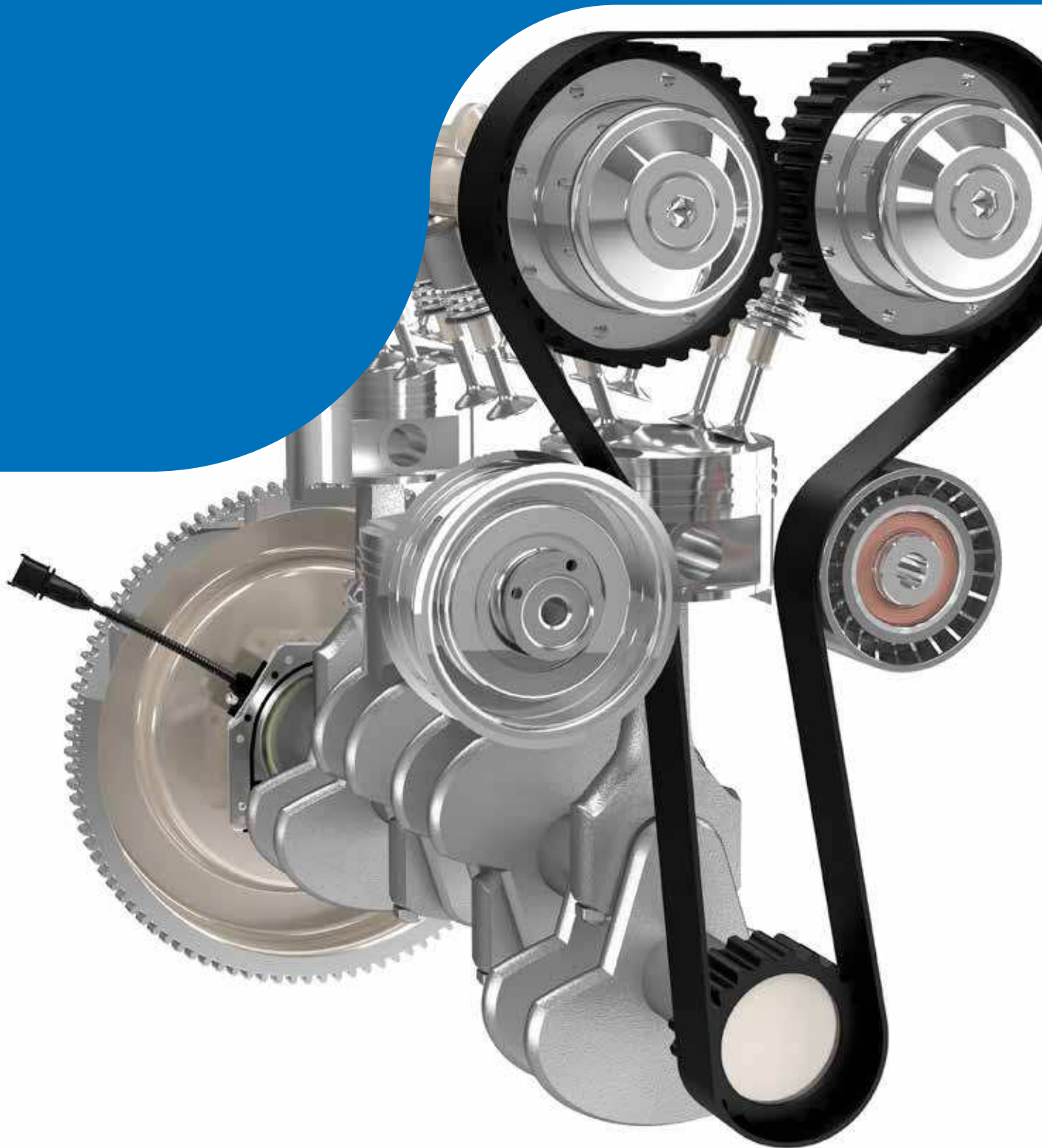


# SKF products for engine drive





The SKF brand now stands for more than ever before, and means more to you as a valued customer.

While SKF maintains its leadership as a high-quality bearing manufacturer throughout the world, new dimensions in technical advances, product support and services have evolved SKF into a truly solutions-oriented supplier, creating greater value for customers.

These solutions enable customers to improve productivity, not only with breakthrough application-specific products, but also through leading-edge design simulation tools and consultancy services, plant asset efficiency maintenance programmes, and the industry's most advanced supply management techniques.

The SKF brand still stands for the very best in rolling bearings, but it now stands for much more.

**SKF – the knowledge engineering company**

# Contents

## 1 Product information

Foreword .....	3
Global presence of SKF engine bearings .....	4
Introduction: belt timing drive .....	5
SKF products for engine drive solutions .....	6
Automatic belt tensioner units .....	8
Static belt tensioner units .....	9
Double row idlers .....	10
Bearings .....	11
Application data sheet .....	12

## 2 Product data

Automatic belt tensioner units .....	13
Static belt tensioner units .....	13
Idlers .....	15
Bearings .....	16
Product designs .....	19

## 3 Customer engine references

Automatic belt tensioner units .....	37
Static belt tensioner units .....	38
Idlers .....	41
Installing confidence for more than 100 years .....	46

# Foreword

This catalogue provides an overview of the SKF offerings of belt drive products covering SKF tensioners, idlers and engine drive ball bearings. SKF bearings have been developed to be used in idlers and tensioners and are also applied in many other applications. Our designs and solutions allow us to use standard SKF bearings to support virtually all of our customer's requirements.

Our catalogue shows the SKF current product range, which includes the following:

- Automatic belt tensioner units
- Static belt tensioner units
- Idlers
- Bearings

You can easily make your first choice by selecting products in the index tables (→ **pages 13–18**) showing the overall dimensions of each product. An image of the selected product is also shown. (→ **pages 19–36**).

If your choice is not available, please contact your nearest SKF representative for further information. An SKF data sheet (→ **page 12**) enables us to offer you the best possible solution.

## Design flexibility

SKF offer customized solutions to meet specific application requirements and customer needs. As part of this support, a comprehensive range of SKF data sheets is available, that enables our team to provide you with an optimized proposal.

We hope you find this catalogue useful, and welcome your feedback as part of our process of continuous improvement.



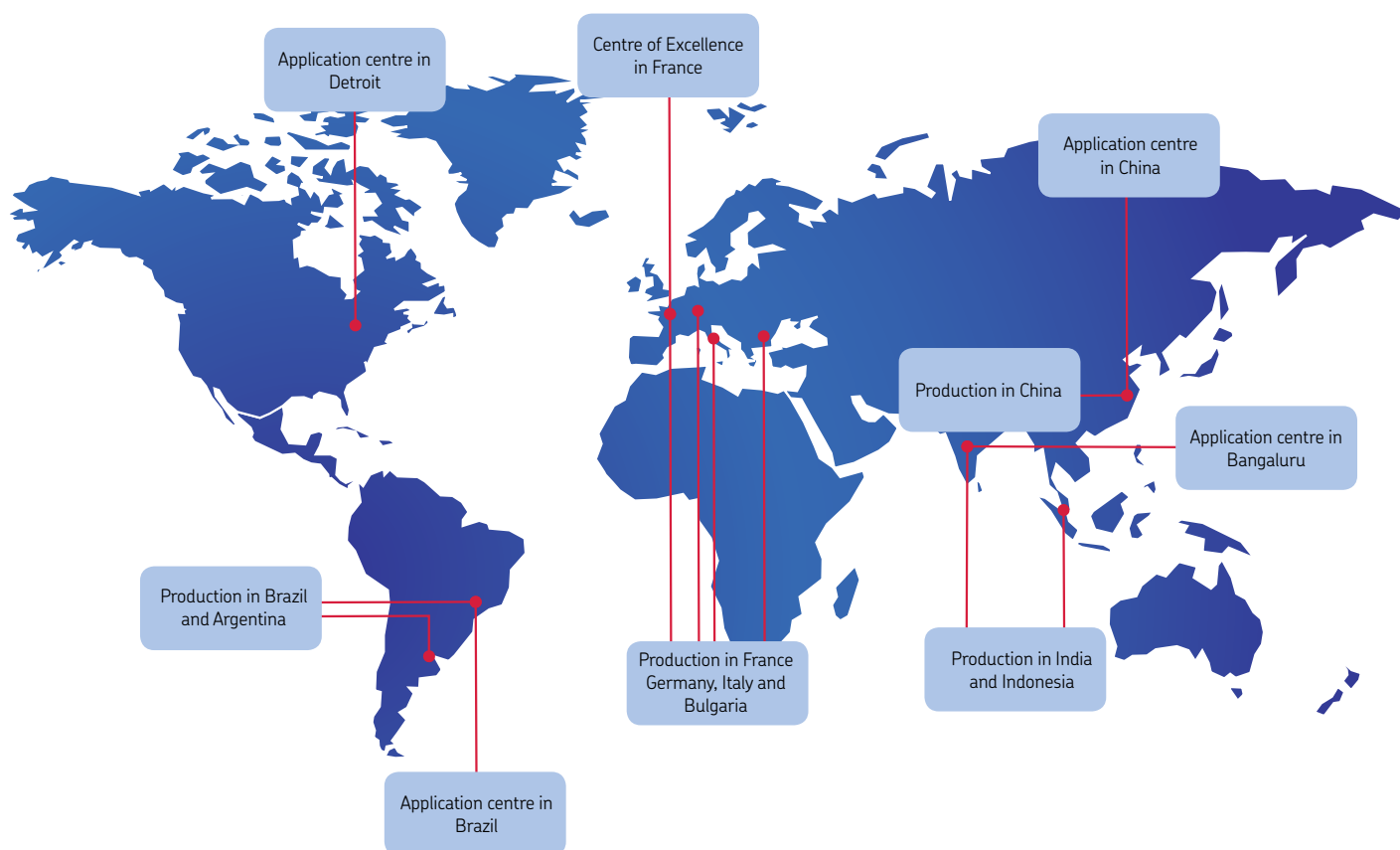
*Typical SKF products in a belt drive*

# Global presence of SKF engine bearings

SKF has a truly global presence to support our customers worldwide. We have nine manufacturing centers throughout three regions, comprising Europe (Italy, France, Germany and Bulgaria), South America (Argentina and Brazil) and Asia (China, India and Indonesia) as well as technical centres and R&D centres in a variety of locations.

SKF engineering support for engine applications is located worldwide, with a Centre of Excellence in France and application centres and laboratories in China, India, Europe and USA.

Engineering centers for engine, centres are also supported by the SKF Group's main research and development centres located in Sweden and the Netherlands, as well as technical centres in North America, China, India and Japan, which provide support in the form of laboratory investigation and testing facilities.



# Introduction: belt timing drive

Belt timing or cam systems were first introduced in 1945, but became more popular when overhead camshaft engines were introduced. Today, this is one of three options for driving the crankshaft and camshaft in perfect synchronisation, and has been widely adopted by most leading car engine manufacturers. The camshaft actuates the valves, such as intake and exhaust.

The two other options are chain- and gear-driven designs, although gear drives are more widely used in heavy duty applications. The belt drive is an established and popular solution with engine designers due to its many distinct advantages over chain drive, such as:

- **Greater efficiency**
- **Less vibration**
- **Quieter operation**
- **Less weight**
- **Lower cost**
- **High design flexibility**

In fact, there is evidence that by adopting a belt drive solution, the customer will benefit in terms of fuel economy and reduced emissions.

SKF was an early pioneer of belt tensioner design and today we are one of the world's leading suppliers to major OEMs.

SKF solutions can provide you with the most up to date technology in belt tensioner and idler units, and with the latest developments in low friction bearings, all to help you achieve your optimized drive design.

By choosing SKF as your partner in engine solutions, you can have the very best combination; local service from the global leader in bearing technology.





# SKF products for engine drive solutions

## Design features

### Bearings

Engine drive products are exclusively equipped with low friction SKF single- or double-row ball bearings, which are available with extended inner and/or outer rings.

- Double-row ball bearings are mainly used in high load applications and when accurate belt guidance is required. Double-row ball bearings offer a robust solution for the belt drive, both being capable of carrying high loads and being resistant to misalignment.
- Single-row ball bearings are used in applications that are subject to lower loads and less sensitive to misalignment. The single-row ball bearing still offers robustness while being more compact.

### Lubrication and sealing solutions

All SKF bearings are greased and sealed for engine service life, preventing lubricant leakage and internal contamination by the use of efficient seals. Our greases and seals are optimized for applications with outer ring rotation and are selected to meet high speed and high temperature requirements, providing the driven units with a long service life under severe conditions.

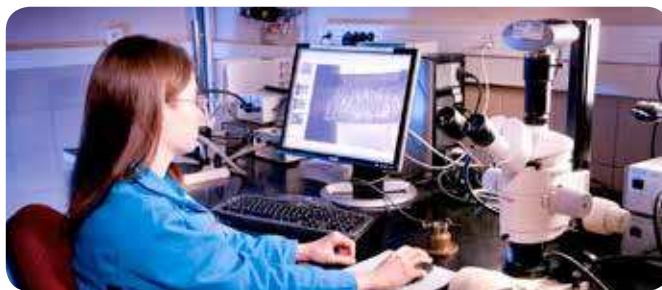
The sealing solution is specifically adapted to the bearing application. For example, the sealing solutions used in timing drive applications are not the same as those in accessory drive applications, which normally have higher requirements for sealing effectiveness and corrosion protection from being subjected to a harsher environment. Care must be taken, therefore, if using a bearing optimized for one application in another application.



*Automatic tensioner endurance test rig*



*Idler endurance test rig*



*Light optical microscope and image acquisition system*



*Binocular microscope*

### Pulleys

SKF pulleys can be made of different material depending on the application requirements. The pulleys can be made of steel, either integrated in the bearing outer ring or a separate mounted pulley. They can also be made of over-moulded polyamide or sheet metal.

The pulleys are made of premium quality materials in steel or glass-fiber-reinforced polyamide.

- Steel pulleys have long-proven robustness and are selected for applications with:
  - high belt loads
  - compact design

- belt compatibility problems with other materials

The steel pulley is either integrated in the bearing outer ring, or a thin steel pulley pressed on the bearing outer ring. The steel pulley is not suitable for large pulley diameters.

- Steel sintered pulleys offer similar advantages to steel pulleys, but permit larger diameters and lower weight combined with greater design flexibility, as compared to a machined steel pulley.
- Sheet metal pulleys are used for high loads and for large pulley diameters. Compared to the steel and sintered pulleys, they are suitable for slightly lower loads, but can be adapted for larger outer diameters. Guiding flanges can easily be integrated in the steel pulleys.
- Polyamide pulleys are made of polyamide reinforced with glass fibers. They can be adapted both for small and large pulley diameters and are suitable when the loads do not require a steel pulley or there are no compatibility problems with the belt.

The polyamide pulleys offer a lightweight, robust and flexible solution.

## Calculation and testing

All the engine drive products are developed by the SKF Centre of Excellence in St Cyr sur Loire in France. Calculation tools are specifically developed to optimize our design and propose the ideal solutions to meet our customer needs.

### Simulation tools

- Bearing lifetime estimations are made using advanced simulation tools and fatigue models. Bearing contact stresses and load distribution are simulated, taking into consideration the application duty cycle, such as loads and speed variations, bearing internal geometry and bearing clearance. The bearing lifetime estimates are based on a full integration of the rolling element contact stresses.
- Finite Element Analysis is performed on polyamide pulleys to ensure an optimized design regarding operating conditions and material.
- To optimise installation and tensioning properties, SKF dedicated software for automatic tensioner design takes into account the engine layout, thermal expansion, engine tolerances, etc.

## Metallurgy and chemistry laboratory

The teams working in our laboratories support the widening of SKF technical knowledge in areas relating to: materials, surface heat treatments, coating and lubrication.

We are able to perform different analyses and investigations, measurements and testing so that SKF continues to meet customer requirements.

## Product testing and measurements

The test laboratory is responsible for validating the products according to specification. For that purpose, we have a modern laboratory, well-equipped with test rigs for measuring things such as bearing high speed, high temperature and high loads, tensioner bushing wear, and pulley shock.

Our data sheet on page 12 enables customers to provide us with information so that we can propose an optimized SKF design.

SKF solutions are optimized by simulations and validated by specific tests which demonstrate their capacity for enduring high loads throughout the engine service life.



# Automatic belt tensioner units for timing drive

## Automatic belt tensioner unit for use in automotive belt drive applications

The primary function of the timing belt drive is to enable a synchronisation between the crankshaft and camshaft. The automatic belt tensioner unit maintains a constant belt tension, ensuring reliable and efficient operation. This permits ideal engine performance. The tensioner unit must provide a precise belt tension control, minimise transmission error, and protect against "tooth jump" and its resulting loss of timing drive synchronization which could lead to severe engine damage or failure.

SKF's tensioner units are designed to provide a precise belt tension control for optimum belt life and minimised drive noise throughout the entire operating range of the engine. This is achieved through accurate damping and spring control tuned to the requirements of each specific engine.

All tensioners are equipped with low friction ball bearings from SKF, greased and sealed for engine service life. The grease and seal are selected to fulfill high temperature requirements.

SKF's belt tensioner units are designed to last the entire service life of the engine.

## Applications

The SKF mechanical dry-friction tensioner is optimised for belt timing drive applications.

SKF's automatic belt tensioner unit offers a precise belt tension control throughout the operating range of the engine and the service life of the belt.

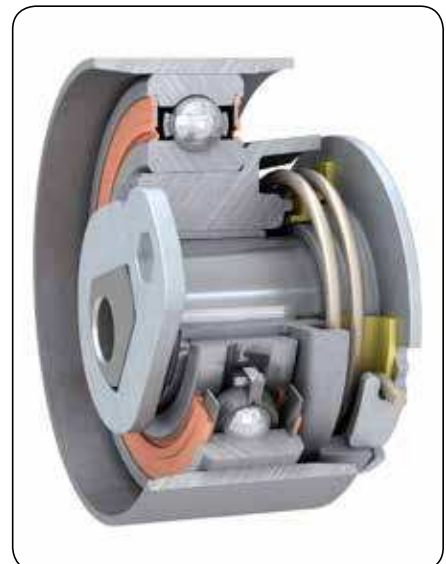
SKF has been producing belt tensioner units for over 30 years and we are committed to providing optimized system improvements to our customers.

Our extensive know-how in timing drives, together with our experience, and our in-house-developed timing drive system analysis and design software, makes SKF the ideal partner for developing optimised solutions for belt timing drives.



*Automatic belt tensioner unit*

## Automatic belt tensioner units





# Static belt tensioner units

## Static belt tensioner units for elastic or classic belt drives

Static tensioners have basically the same functionality as automatic tensioners, except that static tensioners cannot dynamically adjust the tensioner to compensate for temperature and dynamic variations.

The static tensioner offers easy installation, compensates for all tolerances in the belt drive, and sets an initial constant belt tension. The static belt tensioner offers a cost-efficient alternative to the automatic tensioner for elastic belt drives and less demanding applications.

Tension adjustment is enabled during the mounting phase, thanks to the following systems:

- An eccentric located on the tensioner
- A rectangular hole located on the rear plate of the device

We also need to consider high belt loads and high temperatures caused by the engine environment. To meet the demands under these conditions, SKF offers a wide range of tensioner units with single- or double-row ball bearings, greased and sealed for engine service life, that ensure low friction during their lifetime.

## Applications

SKF tensioner units are applied to timing belt drives.

## Key design features

- High load capacity ball sets
- Single- or double-row ball bearings
- Ball bearings greased and sealed for engine service life
- High precision pulleys

## Benefits

- Smooth and quiet operation
- High load applications
- Low friction
- Long engine service life
- Flexibility of design
- Prevention of lubrication leakage
- Long service life under severe conditions

Static belt tensioner units



## The SKF Static belt tensioner unit offers:

Reliable static belt tension and guidance during the complete engine service life.

SKF has been producing belt tensioner units for over 30 years with a commitment to providing customers with continuous improvements.

# Single and double row idlers

## High capacity single and double row idlers for use in automotive belt drive applications

Idlers are used in belt drives to guide the belt and to allow a flexible drive layout with sufficient belt wrap angles for each driven unit.

The main challenges are meeting high belt loads and high operating temperatures. To enable the idler to fulfil the service life of the engine under these conditions, SKF is offering specially designed double row idlers that are greased and sealed for engine service life. The grease is selected to ensure maximum service life and is optimised for outer ring rotation.

### Applications

- Timing belt drives
- Accessory belt drives
- Chain drives\*

The requirements for these applications are basically similar, however, we need to consider corrosion protection and improved sealing arrangement for accessory drives which are normally exposed to a harsher external environment.

Timing belt drives are usually enclosed within the engine.

### Key design features

- High capacity ball set
- Efficient sealing solution
- Modular design to allow customisation
- High precision pulleys
- Flexibility in pulley material
- Customized for each application requirement

### Benefits

- High load capacity
- Low noise
- Improved driver comfort
- Low friction
- Reliability and trouble-free operation during service life
- Flexible solution
- Reliable performance at high temperature

SKF's robust double row idler offers excellent belt guidance with low friction during the engine's entire service life, even under severe operating conditions.

SKF has been producing belt idler units for over 30 years and this high load double row idler is further proof of SKF's commitment to continuous improvement in order to meet the needs of our customers.

Our extensive know-how in timing drives, together with our experience, our in-house-developed timing drive system analysis and design software, makes SKF the ideal partner for developing optimised solutions for engine drive bearings.



*Double row idler*



*Double row idler with polyamide pulley*

\* Chain gear idlers for chain drives where low friction properties in rolling element bearings are required.

# Bearings

## Ball bearings developed for use in engine drive applications

A large number of base bearings have been developed for use in SKF automatic tensioners, static tensioners, idlers and other engine applications.

Double-row bearings are most often applied, but in some cases single-row SKF bearings may be recommended.

Specific bearings have been developed for engine applications, but these bearings can

also be used in other applications. However, the suitability of the bearings must be reviewed in each case with the application centre, with respect to grease, seal and clearance options.

### Applications

The base bearing may be adapted to many different applications, such as timing and accessory belt drives.

For example, this may apply when the shaft and pulley is either assembled by the customer, or will be assembled locally, for things such as:

- Chain gear idlers
- Double-row bearings in general, e.g. in balancing shaft and other engine applications

### Key design features

Base bearings have been developed for a variety of applications. SKF offers a wide range of robust idlers with:

- High load capacity ball sets
- Single- or double-row ball bearings
- Low friction bearings
- Bearings both with and without contact angle

In many cases, the bearings are prepared for over-moulding by having a knurling on the outer ring. Most bearings are equipped with high temperature seals, and with low or high seal interference. All sealed bearings are greased and sealed for engine service life.

*Double row base bearings for engine applications*



# Application data sheet

Here you can provide SKF the basic information that is needed to make an engineering evaluation of the application.

**Product engineering.**  
Application data list (minimum required) for idlers.

**SKF Contact**  
**Name:**  
**Dept.:**  
**Tel.:**  
**Date:**

*Note: Always indicate if data is estimated or assumed*

<b>Customer:</b>	Name: Division: Contact details:	<b>Application details</b>	Platform: Category: (car, truck, SUV, etc.) Any other details:
<b>Final Customer:</b>	Name:		
<b>Customer Address:</b>	Address:  E-mail: Tel.:	<b>Estimated Volumes:</b>	Year 1 Qty: Year: Year 2 Qty: Year: Final Qty: Year:
<b>Customer Part Number:</b>		<b>SKF Part Number:</b>	
<b>Customer drawings attached:</b> (Yes/No)		<b>Target price:</b>	
<b>Customer Specifications</b> (ref. + reference)	Product spec.: Drawing: Test spec.: Approval procedures: Traceability request: Critical parameters: Environmental laws: Packaging: Other:	<b>Requested Dates:</b>	Design: Quotation: Prototypes: Testing: PPAP: SOP:

## Technical Data

Engine data	SKF Estimations			Customer supplied data		
Engine						
Number of cylinders / valves	/			/		
Displacement (cm <sup>3</sup> )						
Fuel type						
<b>Belt data</b>						
Timing belt width (mm)						
Accessory poly V belt (no. of ribs ...)	PK			PK		
Static belt tension (N)						
<b>Application data</b>						
Required service life – vehicle mileage (km) / nb of engine revolutions (MRev)	/			/		
Engine drive layout						
Pulley outer diameter (mm) / width (mm)	/			/		
Fixation of engine – bore diameter (mm)						
Wrap angle on idler (°)						
Centerline belt – engine (mm)						
Max load offset (mm)						
Speed ratio (idler / crankshaft)						
Operating temperature (°C) (min / average / max / peak)	/	/	/	/	/	/
Max dynamic radial load (N)						
Max dynamic radial load (N) vs engine speed (rpm)	N @	rpm		N @	rpm	
	N @	rpm		N @	rpm	
	N @	rpm		N @	rpm	
	N @	rpm		N @	rpm	
	N @	rpm		N @	rpm	
	N @	rpm		N @	rpm	
	N @	rpm		N @	rpm	
Duty cycle (% of time vs engine speed (rpm))	% @	rpm		% @	rpm	
	% @	rpm		% @	rpm	
	% @	rpm		% @	rpm	
	% @	rpm		% @	rpm	
	% @	rpm		% @	rpm	
	% @	rpm		% @	rpm	
	% @	rpm		% @	rpm	
Special requirements (pulley material, flanges, ...)						

## Automatic belt tensioner units

SKF Reference	Pulley diameter	Bore diameter	Pulley width	Total width	Engine-belt center line	C (Dynamic capacity)	Application	Page number
–	mm					N	–	
307970 C	59	8,25	19	30,6	20,5	13 300	Timing	19
337083 BA	72	8,35	25,3	34,8	17,95	13 300	Timing	19
ARB-1022 B	70	8	36	61	36	13 300	Timing	19
ARB-1111 BB	72	8,25	25,3	40	25,45	13 300	Timing	19
ARB-1169 C/VK108	60	10	29	38	23,5	13 300	Timing	19
ARB-1246	60	8	24,1	54	43	13 300	Timing	19
ARB-1247	60	8,2	18,7	26,4	16,25	13 300	Timing	19
ARB-1281	60	8	18,7	26,4	16,25	13 300	Timing	19
ARB-1314	72	8	30	39,3	24,3	13 300	Timing	19
ARB-1315	70	8	30	39,3	24,3	13 300	Timing	19
ARB-1316	74	10,2	25	31,7	14,5	13 300	Timing	20
ARB-1317	59	8	32	41,5	20	13 300	Timing	20
ARB-1318	59	8,2	27	48,9	21,9	13 300	Timing	20
ARB-1319	60	8	29	36,6	22,1	13 300	Timing	20
ARB-1320	62	15,5	26,5	49,5	36,25	13 300	Timing	20
ARB-1321	59	8	32	39,5	20	13 300	Timing	20
ARB-1325	60	12	25,5	128,35	115,6	13 800	Accessory	20

## Static belt tensioner units

SKF Reference	Pulley diameter	Bore diameter	Pulley width	Total width	Center line	C (Dynamic capacity)	Application	Page number
–	mm					N	–	
307972	65,33	12,4	23	47,87	35,2	13 300	Timing	21
337084	66	16	21	29,5	19,02	15 900	Timing	21
337174	59,26	10,2	23	31,25	13,2	11 200	Timing	21
337179	50	Tightening screw	30,8	60	Not indicated	17 200	Timing	21
337180	47	20,2	29	36,4	20,3	17 200	Timing	21
337188	60	8,2 (Tightening)	27,8	40,3	26,4	10 530	Timing	21
337190	60	8,025	24	31,5	19	9 360	Accessory	21



## Index tables

### Static belt tensioner units

SKF Reference	Pulley diameter	Bore diameter	Pulley width	Total width	Center line	C (Dynamic capacity)	Application	Page number
–	mm					N	–	
337191	80	10,2	28	29,5	14,5	13 000	Accesory	21
307839 EB	72	10,25	26,5	34,6	19,65	13 300	Timing	21
307858 DB	65,33	12,4	23	56,17	43,5	13 300	Timing	22
307863 B	72	11	26,5	32,5	17,95	13 300	Timing	22
307924 DB	72	10,3	27	31,45	17,95	13 300	Timing	22
307925 AD	59	13	22	32,8	20,5	13 300	Timing	22
337042 AA	72	10,25	18,9	27,46	14,7	13 300	Timing	22
337043 AA	72	8,25	18,9	27,46	14,7	13 300	Timing	22
337103 A	72	10,2	30	32,5	17,5	13 300	Timing	22
337123 C	60	17 (Tightening)	34	45	27,92	10 530	Timing	22
337131 A	72	8,2	27	31,45	17,95	13 300	Timing	22
337141 AC	74,5	10,977	19,8	26,17	9,5	15 900	Timing	23
337154 B	100	10,2	28	28	14	13 000	Timing	23
337176 E	57	13	29	39,7	25,2	13 300	Timing	23
337185 A	55,8	10,3	32	37,8	7,5	14 000	Timing	23
362527 AD	49,5	8,4 (Tightening)	29,85	48	27,05	6 050	Timing	23
363477 BA	72	19	19	23,7	9,5	15 900	Timing	23
445787 BA	60	8,3 (Tightening)	34	43,73	26,73	9 950	Timing	23
ARB-1006 B	60	13	30	40,2	25,2	13 300	Timing	23
ARB-1097	57	26	24	33	19,25	13 300	Timing	23
ARB-1148	50	10	30,8	36,9	18,5	–	Timing	24
ARB-1238/VK9052	60	8,2 & 8,3 (Tightening)	34	45	28	10 530	Timing	24
ARB-1252/VK9052	55	8,2 & 8,3 (Tightening)	27	41,5	28	10 530	Timing	24
ARB-1259	82	10	18	26,55	12,45	10 530	Timing	24
ARB-1326	50	10 (Tightening screw)	30,8	61	26,6	11 900	Timing	24
ARB-1327	50	10 (Tightening screw)	30,8	61	26,6	11 900	Timing	24
BA2-0017 B	53	10,2	19,5	26	11	13 000	BB INT	24
BA2D 633624 BC	56	10,3 (Eccentric)	27	39,5	25	16 500	Timing	24
BA2D 633625	60	10,3	25	48	34,5	16 500	Timing	24
BA2D 633636 A	60	10,3 (Eccentric)	25	46,5	33	16 500	Timing	25
BB1D 630673 B/VK108	61	10,3 (Eccentric)	33	57,2	40,7	14 600	Timing	25
BB1D 630676 D	61	10,3 (Eccentric)	30	51,2	36,2	14 600	Timing	25
BC-337185 A	55,8	10,3	32	37,8	19,3	14 000	Timing	25

## Index tables

### Idlers

SKF Reference	Pulley diameter	Bore diameter	Pulley width	Total width	Center line	C (Dynamic capacity)	Application	Page number
–	mm					N	–	
337093 B	80	10,2	24,8	25	14	9 230	Accessory	26
337116 AD	60	10,2	28,5	39,25	25	13 300	Timing	26
337124 B	60	0	34	45	28	10 530	Timing	26
337153 A	53	10,3	29	31,2	16,7	11 200	Timing	26
337155 C	80	10,3	28,5	28,5	16,7	11 200	Accessory	26
337159 A	100	10,3	29	31,5	17	13 000	Accessory	26
337178 B	65	12,1	36	37	18	24 200	Accessory	26
337185 AD	55,8	10,1	32	32	7,5	14 000	Timing	26
36018 AA	80	8,2	25	31,5	17,25	9930	Accessory	
367018 C	80	8,2	25	31,5	17,25	6 050	Accessory	26
445788 BA	60	9 (Tightening)	34	43,8	26,8	9 950	Timing	27
ARB-1012 C	36	10,2	23,4	28	15,5	5 590	Accessory	27
ARB-1072	90	10	24,5	36	22	9 950	Accessory	27
ARB-1073	80	10	25	31,22	17,35	9 950	Accessory	27
ARB-1082	90	39	37	37	18,5	49 000	Accessory	27
ARB-1099 AA	53	10,3	29	31,2	16,7	9 560	Timing	–
ARB-1124	60	15,918	34	44,92	27,92	10 530	Timing	27
ARB-1125	84	22 (Tightening)	25	51	16,2	9 750	Accessory	27
ARB-1126 A	84	12	25	50,3	16,2	9 750	Accessory	27
ARB-1163 E	40	8	36,4	51,2	34,7	14 800	Timing	27
ARB-1168 B/VK108	60	10	30	30	15	14 800	Timing	28
ARB-1176 A	60	10	30	40,2	25,2	14 800	Timing	28
ARB-1195	65	12	36	54,1	36	24 200	Timing	28
ARB-1196	65	12	36	37,1	19	24 200	Timing	28
ARB-1201 A	60	10	30	37	22	14 800	Timing	28
ARB-1220/VK9052	75,6	8	30	32	13,5	14 800	Timing	28
ARB-1224	60	10	30	40,2	25,2	14 800	Timing	28
ARB-1257 A	65	12	30,8	35,54	20,14	24 200	Timing	28
ARB-1258 A	80	10	29,1	47,25	32,7	24 200	Timing	28
ARB-1266/VK9052	80	10	34	34	16,9	19 900	Timing	29

## Index tables

### Idlers

SKF Reference	Pulley diameter	Bore diameter	Pulley width	Total width	Center line	C (Dynamic capacity)	Application	Page number
–	mm					N	–	
ARB 1267/VK9052	80	10,15	29	29	14,4	19 900	Timing	29
ARB-1268/VK9052	80	12	34	34	16,9	19 900	Timing	29
ARB-1298/VK108	60	10	31	32,5	17	11 100	Timing	29
ARB-1302 A/VK108	65	33	30,8	41,8	26,4	18 600	Timing	29
ARB-1303	67	25	34,1	34,1	10,55	19 900	Timing	29
ARB-1304	63,75	25	34,1	34,1	10,55	19 900	Timing	29
ARB-1322	70	10	34	34	11,5	18 600	Timing	29
ARB-1328	65	8,85 (Tightening)	30,8	41,9	26,7	18 600	Timing	29
BB2-2037/VK108	28,25	8,3	34	34	7,875	7 800	Timing	30
BB2-2038/VK108	28,25	8,3	29	29	7,875	7 800	Timing	30
BB2-2045/VK108	28,25	8	29	47,3	32,8	7 800	Timing	30
BBL-0002	65	12,1	34	36	19	24 200	Timing	30
BF-337001	64	12	19,08	19,8	9,9	–	Timing	30
BF-337002	84	12	18	18	9	–	Timing	30
BF-337003	84	12	25	25	12,5	9 750	Timing	30

### Bearings

SKF Reference	External diameter	Inner diameter	Outer ring width	Total width	C (Dynamic capacity)	Weight	Page number
–	mm					kg	–
617546 A/HT22	52	25	20,6	20,6	18 000	0,19	31
633186 A	52	25	20,6	20,6	23 400	0,185	31
BA2-0003 A	68	10,5	34,5	37	16 500	0,71	31
BA2-0020	53	10,3	19,5	26,75	13 000	0,27	31
BA2-0025	60	25	34	34	16 300	0,33	31
BA2B 633272	60	25	29	29	18 000	0,36	31
BA2B 633280	56	25	29	29	18 000	0,281	31
BA2B 633332 B	67	25	34	34	23 400	0,515	31
BA2B-633340 B	63,75	25	34	35	23 400	0,422	31
BA2D 636072	68	10,5	34,5	37	16 500	0,66	32

## Index tables

Bearings							
SKF Reference	External diameter	Inner diameter	Outer ring width	Total width	C (Dynamic capacity)	Weight	Page number
–	mm					kg	–
BB1B 445545 D	50	22	30,8	30,8	14 000	0,173	32
BB1B 445547 E	50	10,25 (Eccentric)	30,8	36,8	14 000	0,29	32
BB1B 631122 B	80	20	23	23	15 900	0,4	32
BB1B 631497 A	80	20	17	17	15 900	0,35	32
BB1B-446508 AC/VZ370	59	30	22	22	13 300	0,201	32
BB1D 630643 B	61	10,5 (Tightening)	30	51,2	14 600	0,37	32
BB1D 630685 A/VK108	51	10,5	33	57,2	14 600	0,4	32
BB1D 631153	60	8,2	21	22	15 900	0,31	32
BB1D 631471	60	8,2	25	26	15 900	0,31903	33
BB2-2002	30	10,05	24,925	27,935	–	0,0605	33
BB2-2010	40	10	25,6	25,6	14 800	0,1575	33
BB2-2015	40	10	25,6	40,2	14 800	0,1885	33
BB2-2016	40	10	25,6	37	14 800	0,1815	33
BB2-2017	40	17	25,6	25,6	14 800	0,125	33
BB2-2017 A	40	17	25,6	25,6	14 800	0,125	33
BB2-2019	40	8	25,6	25,6	14 800	0,1618	33
BB2-2020	40	10	25,6	40,75	14 800	0,189	33
BB2-2022 A	30	10,05	24,925	27,935	9 950	0,074	34
BB2-2044/VK108	28,5	8,3	29	31,6	7 800	0,0767	34
BB2-2046/VK108	50	28	22	22	19 000	0,1491	34
BB2-2050	47	30	24	24	11 100	0,1242	34
BB2-2051/VK108	62	40	21	21	18 600	0,199	34
BB2-2052	65	40	30,8	30,8	18 600	0,307	34
BB2-2055	47	10	54	29	11 100	0,195	34
BB2-2069	28	8	17	17	7 800	0,0497	34
BB2-2070	35	15	20	20	11 900	0,0833	34
BBW-1006 D	30	8,05	24,925	28	10 100	0,0715	35
BC-337152	47	10,3	15	25,3	11 200	0,2	35
BC-362527 AD	28	9,05	27	44,97	4 800	0,118	35
BC-367028 AB	36	8,2	28,5	31,5	6 050	0,116	35
BC-367128 A	30	15,918	25	41,73	6 500	0,116	35
BC-367153 B	36	10,2	25	25	9 230	0,1	35

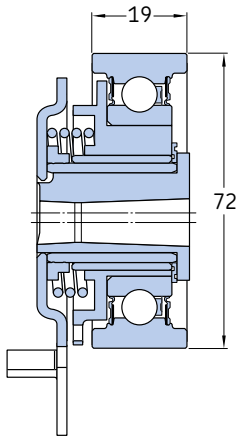
## Index tables

### Bearings

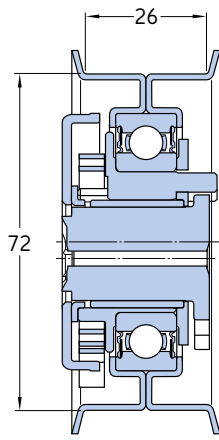
SKF Reference	External diameter	Inner diameter	Outer ring width	Total width	C (Dynamic capacity)	Weight	Page number
–	mm					kg	–
<b>BC-ARB-1148</b>	50	24	30,8	36,9	–	0,25	35
<b>BC-ARB-1258</b>	65	10,1	26	45,7	24 200	0,5112	35
<b>BC-ARB-1266</b>	55	10,15	21,1	27,45	19 900	0,26	36
<b>BC-ARB-1268</b>	55	12,15	21,1	27,45	19 900	0,254	36
<b>BC-ARB-1303</b>	55	25	21,1	21,1	19 900	0,227	36
<b>BC-BBW 0134</b>	30	15,918	25	42,93	13 000	0,1213	36



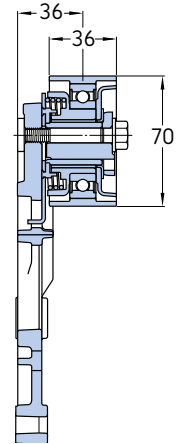
**Product designs**  
Automatic belt tensioner units



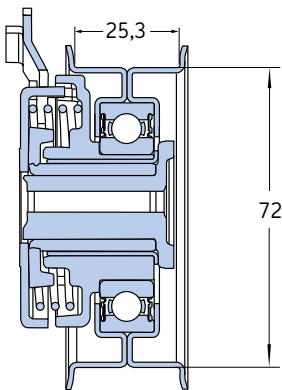
**307970 C**



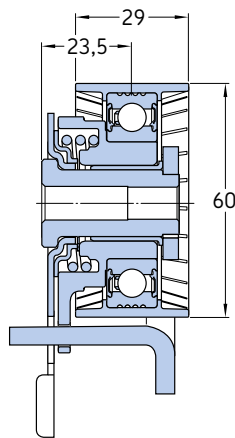
**337083 BA**



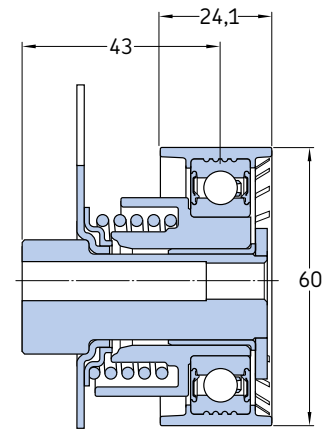
**ARB-1022 B**



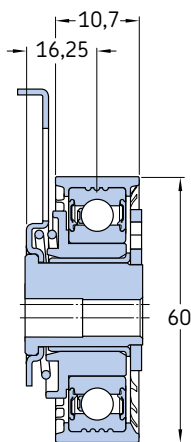
**ARB-1111 BB**



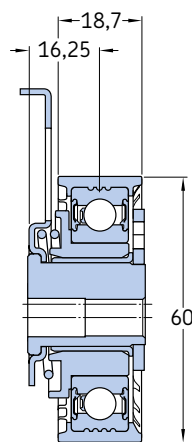
**ARB-1169 C/VK108**



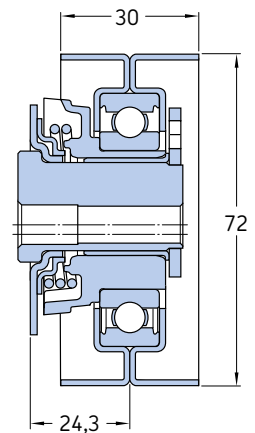
**ARB-1246**



**ARB-1247**

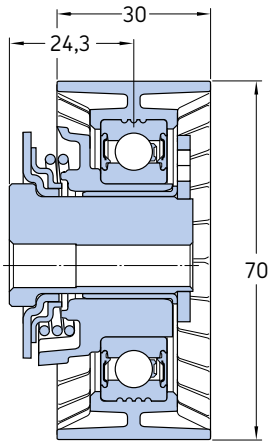


**ARB-1281**

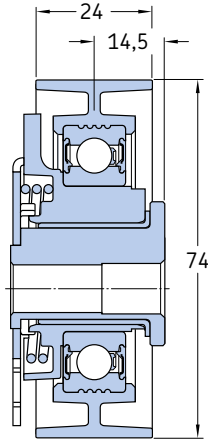


**ARB-1314**

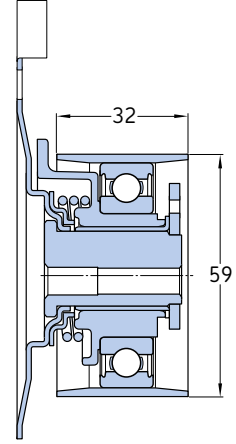
Automatic belt tensioner units



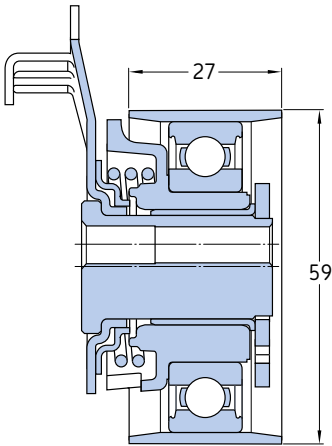
ARB-1315



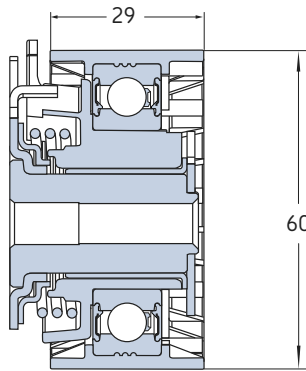
ARB-1316



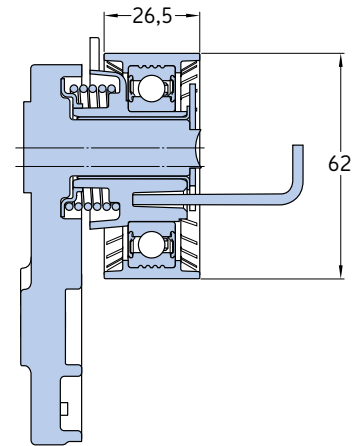
ARB-1317



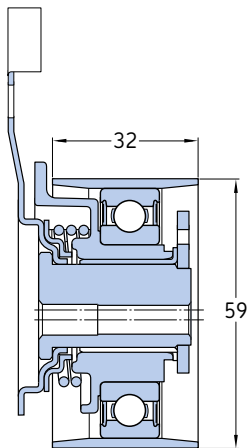
ARB-1318



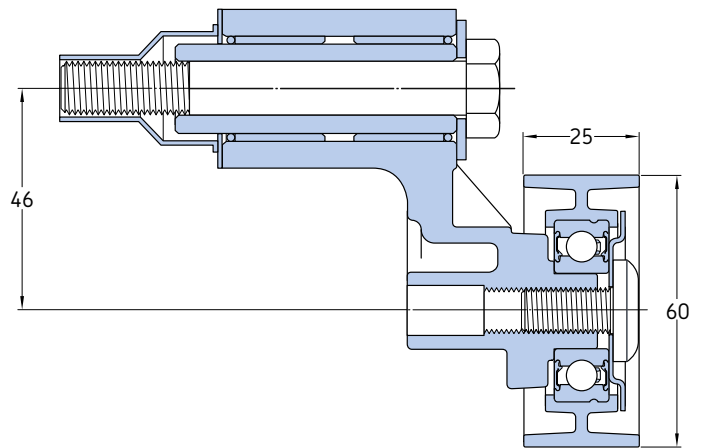
ARB-1319



ARB-1320

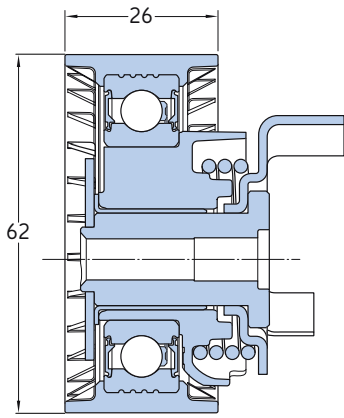


ARB-1321

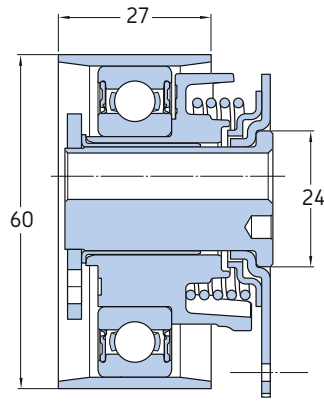


ARB-1325

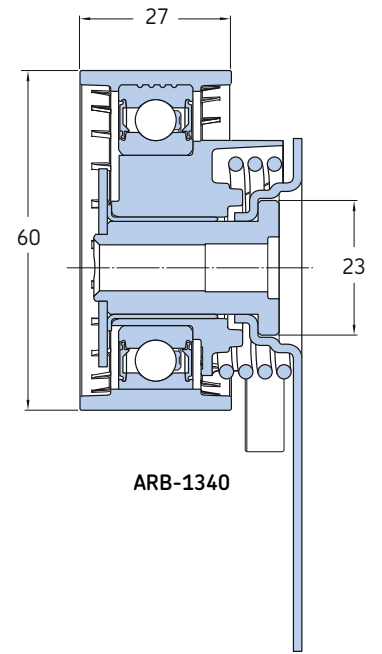
Automatic belt tensioner units



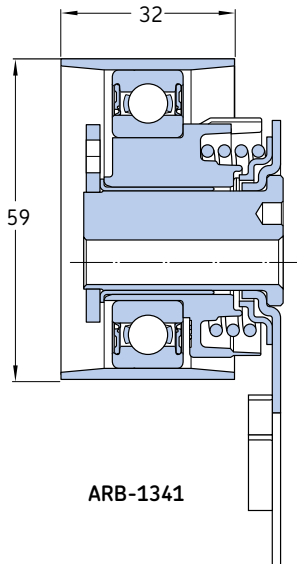
ARB-1338



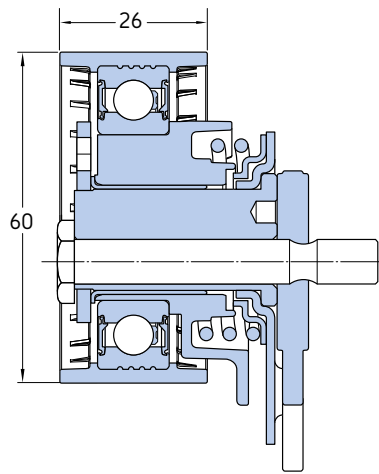
ARB-1339



ARB-1340

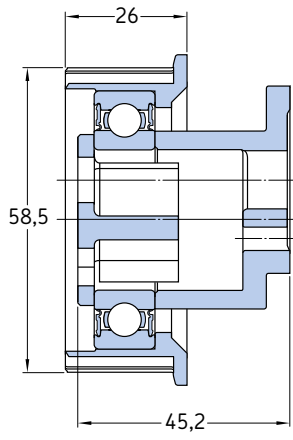


ARB-1341

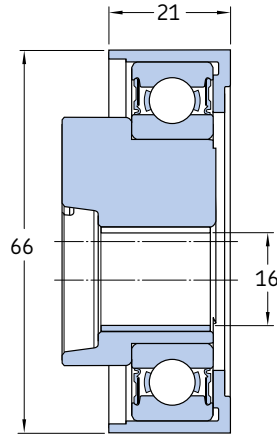


ARB-1342

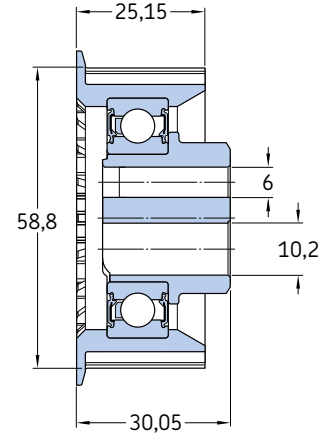
Static belt tensioner units



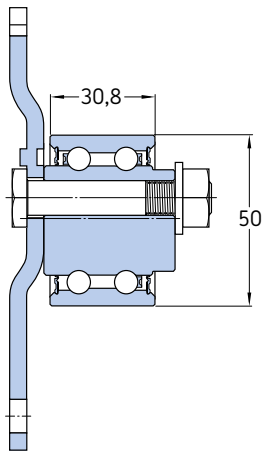
307972



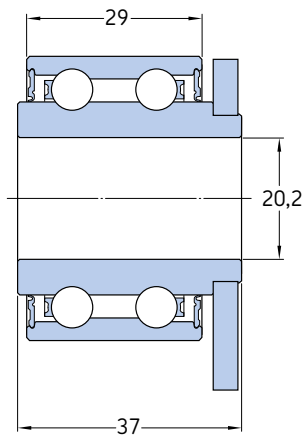
337174



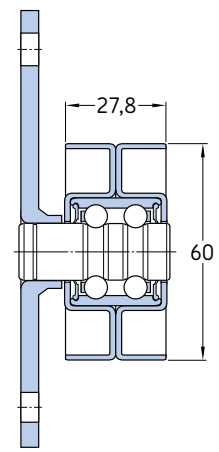
337084



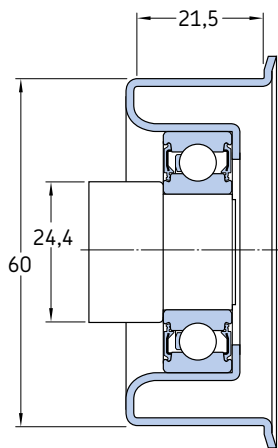
337179



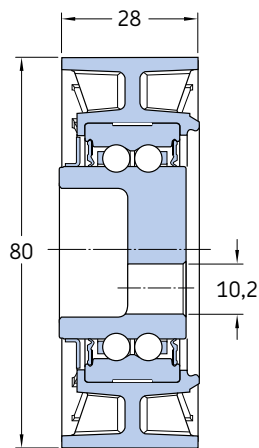
337180



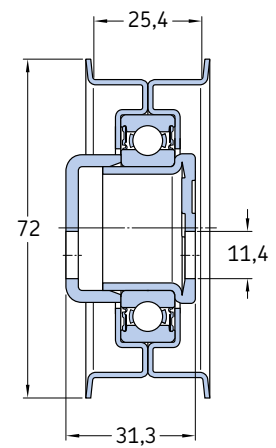
337188



337190

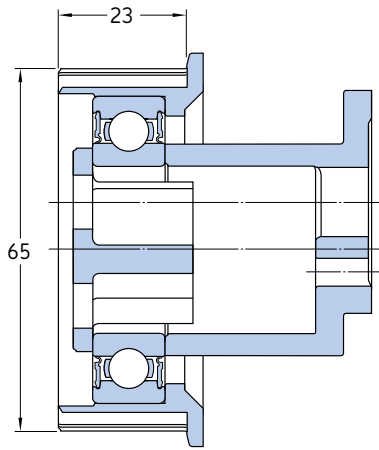


337191

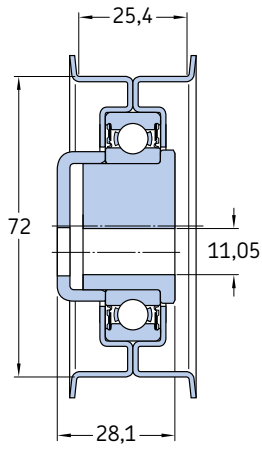


307839 EB

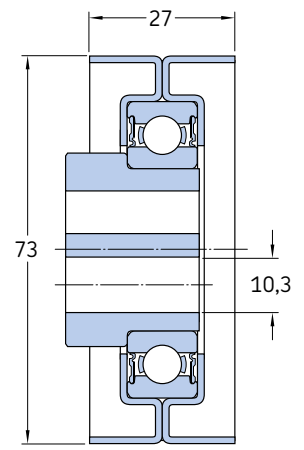
Static belt tensioner units



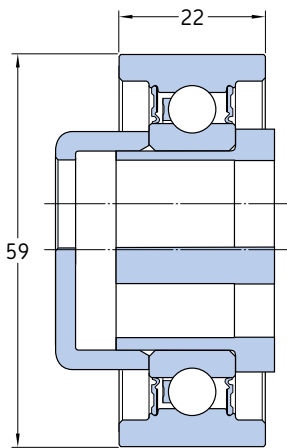
307858 DB



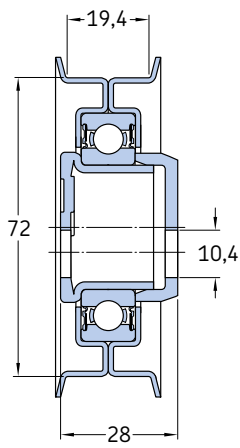
307863 B



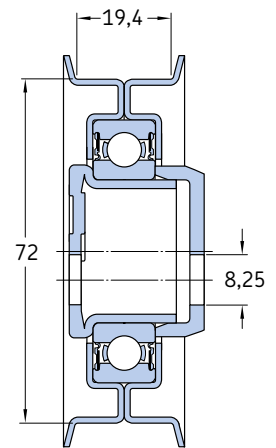
307924 DB



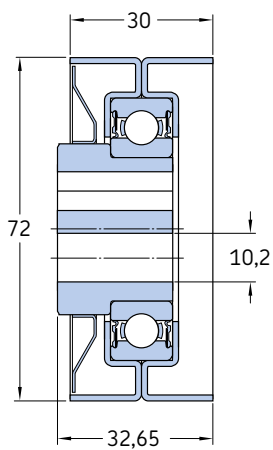
307925 AD



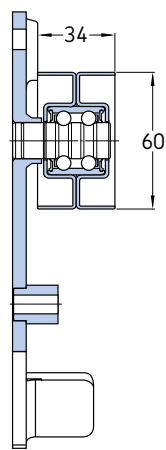
337042 AA



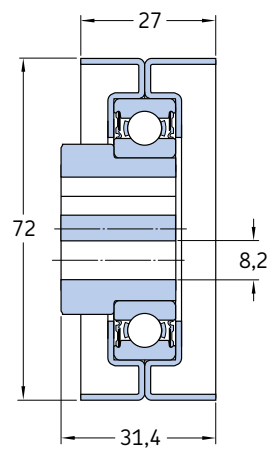
337043 AA



337103 A



337123 C

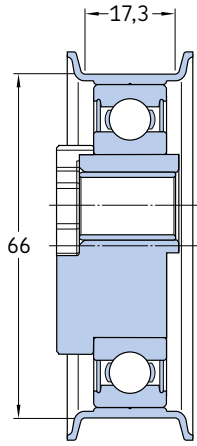


337131 A

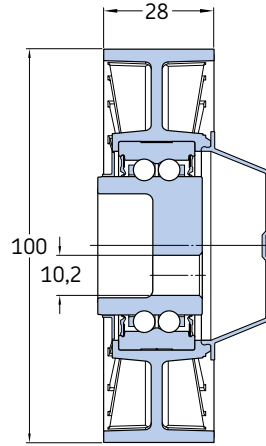
2



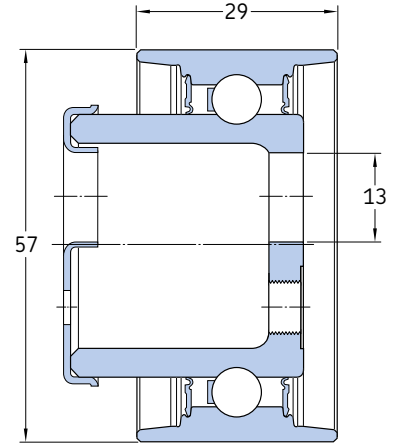
Static belt tensioner units



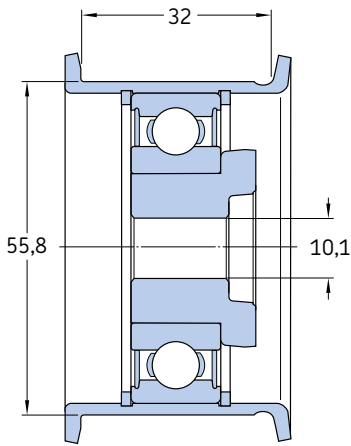
337141 AC



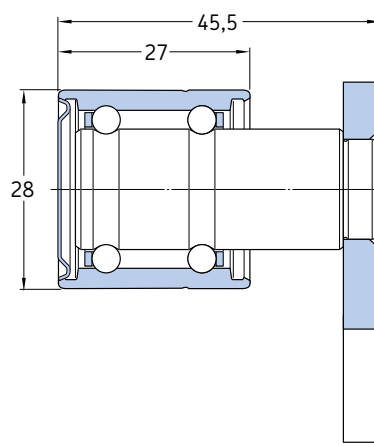
337154 B



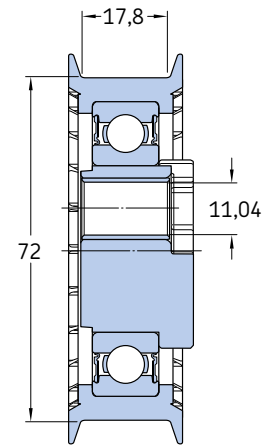
337176 E



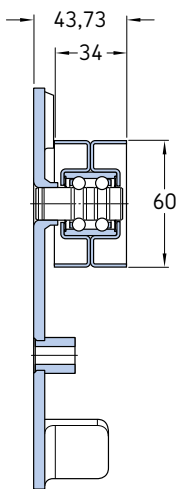
337185 A



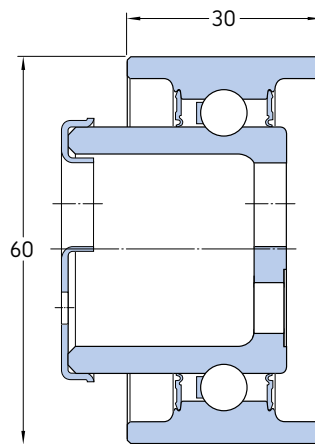
362527 AD



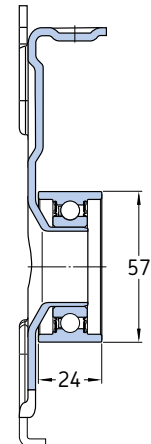
363477 BA



445787 BA

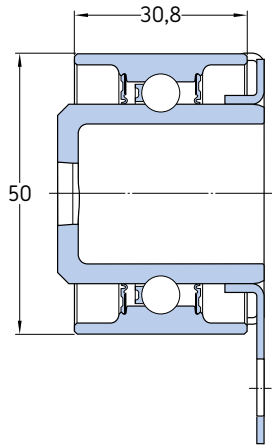


ARB-1006 B

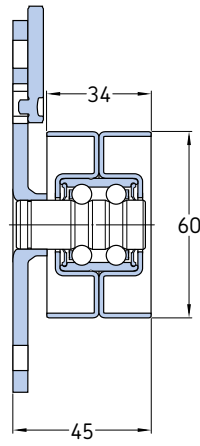


ARB-1097

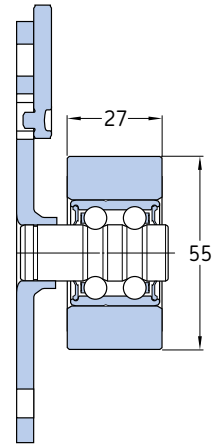
Static belt tensioner units



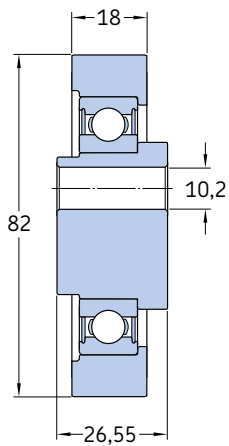
ARB-1148



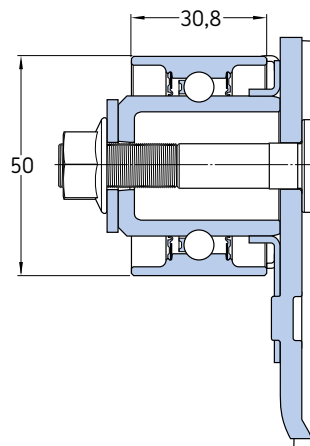
ARB-1238/VK9052



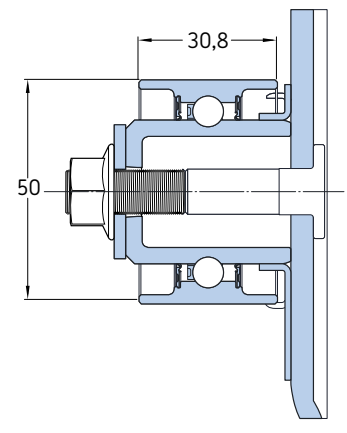
ARB-1252/VK9052



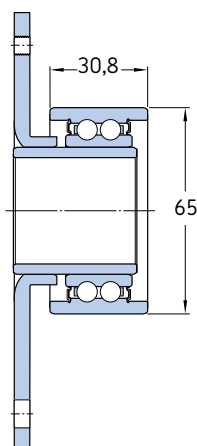
ARB-1259



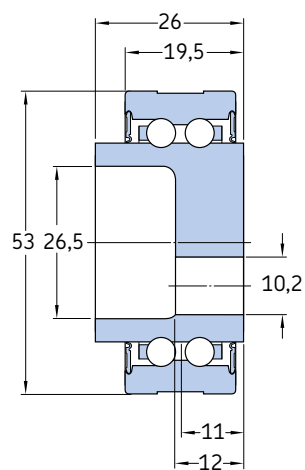
ARB-1326



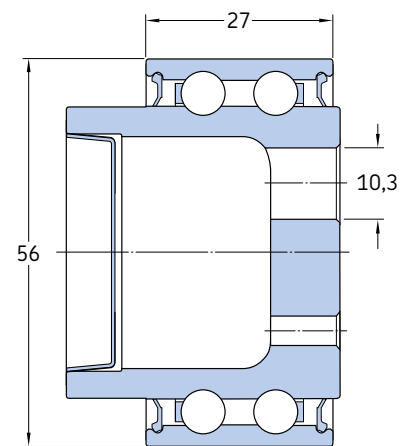
ARB-1327



ARB-1328

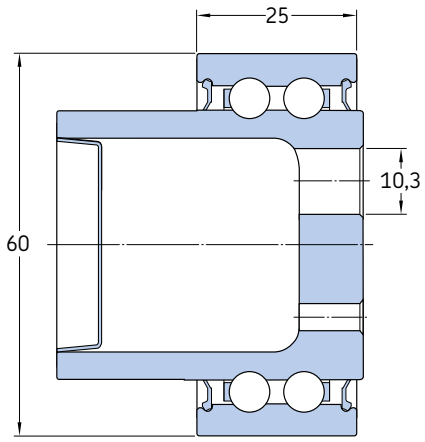


BA2-0017 B

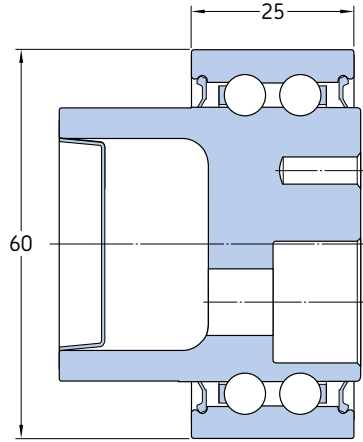


BA2D 633624 BC

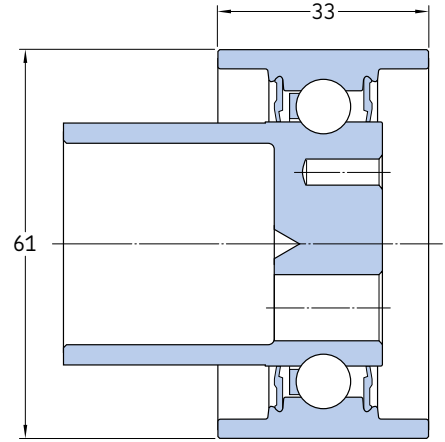
Static belt tensioner units



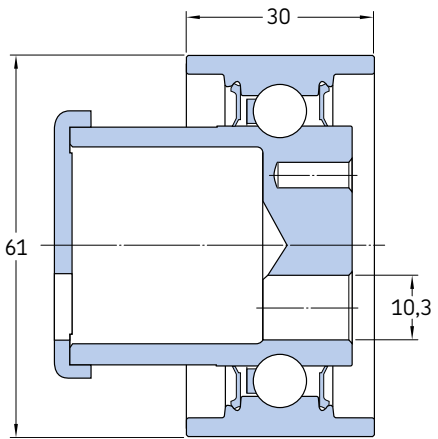
BA2D 633625



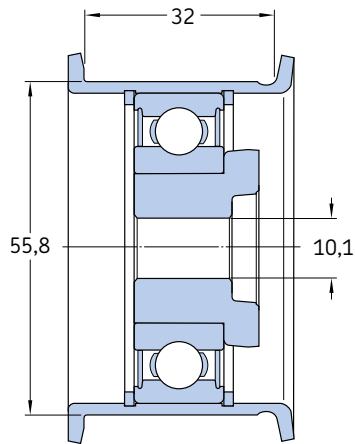
BA2D 633636 A



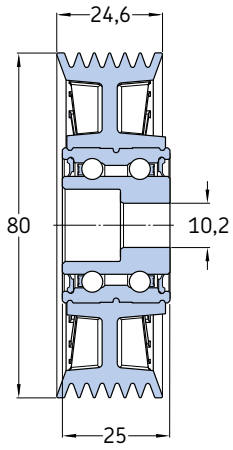
BB1D 630673 B/VK108



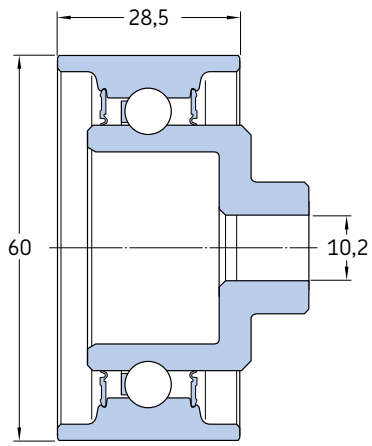
BB1D 630676 D



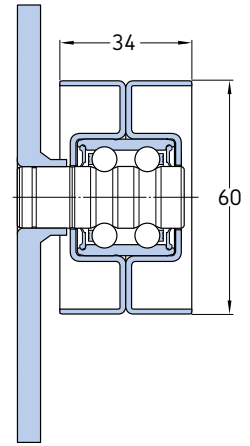
BC-337185 A



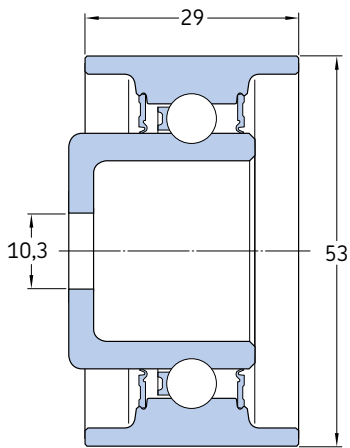
337093 B



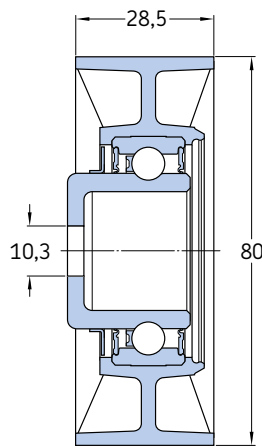
337116 AD



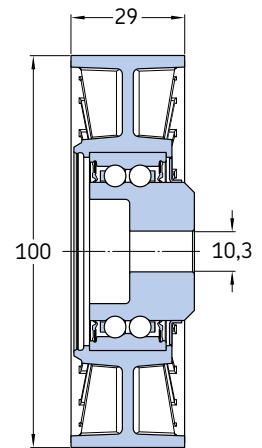
337124 B



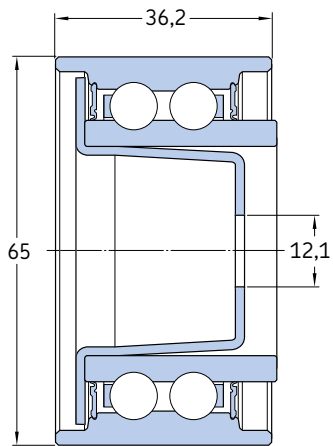
337153 A



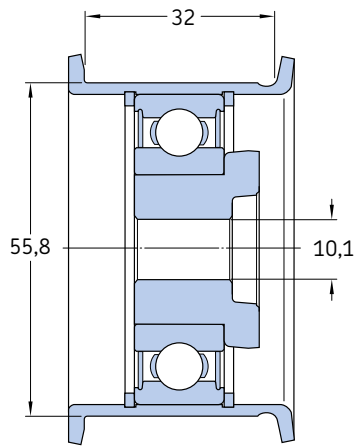
337155 C



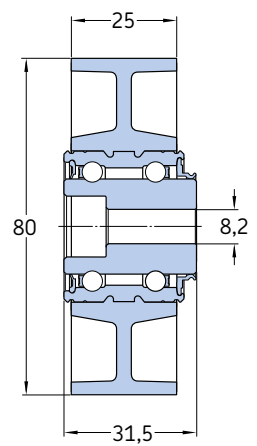
337159 A



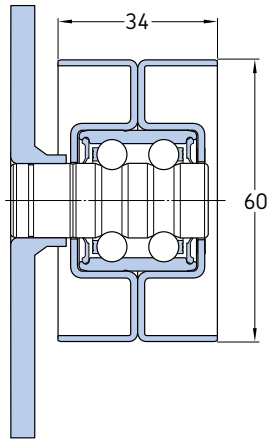
337178 B



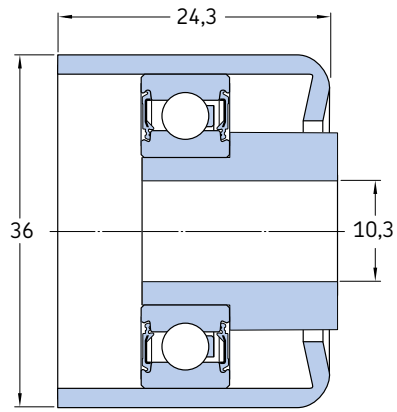
337185 AD



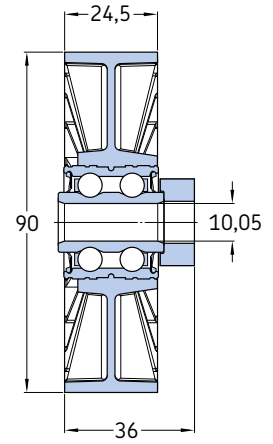
367018 C



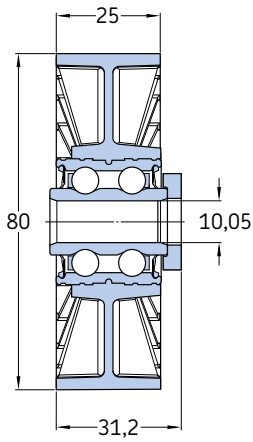
445788 BA



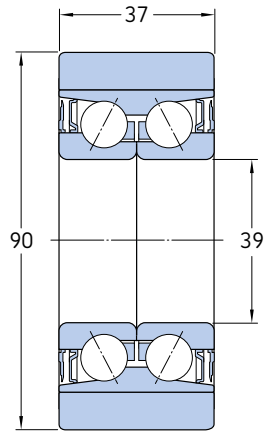
ARB-1012 C



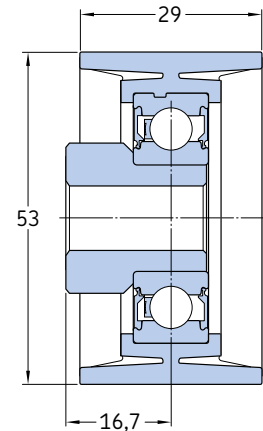
ARB-1072



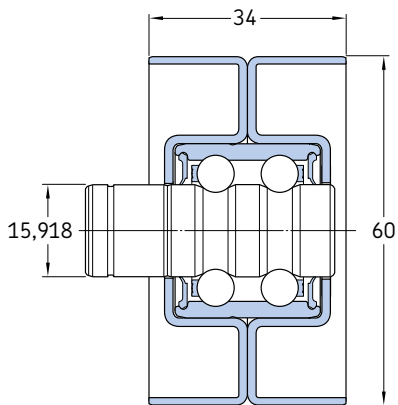
ARB-1073



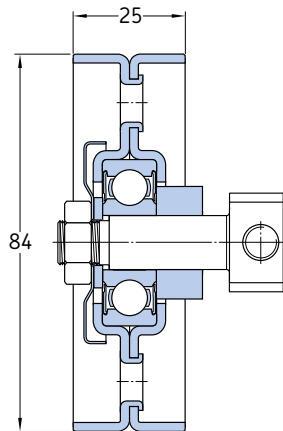
ARB-1082



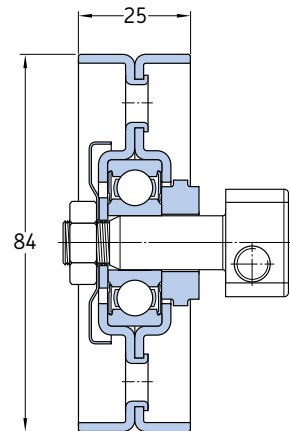
ARB-1099-AA



ARB-1124

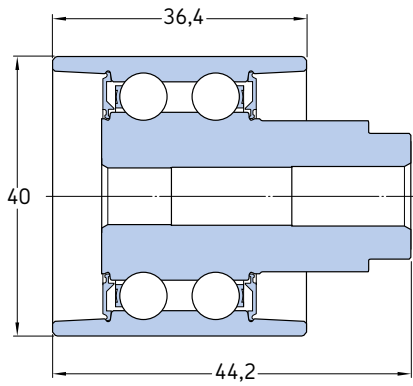


ARB-1125

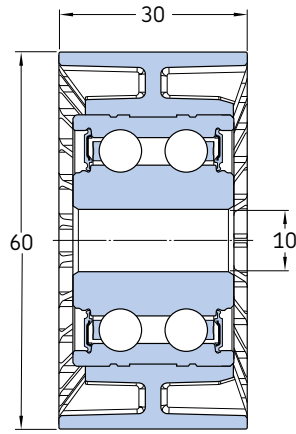


ARB-1126 A

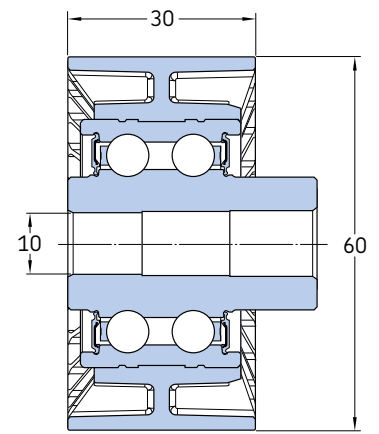
**Idlers**



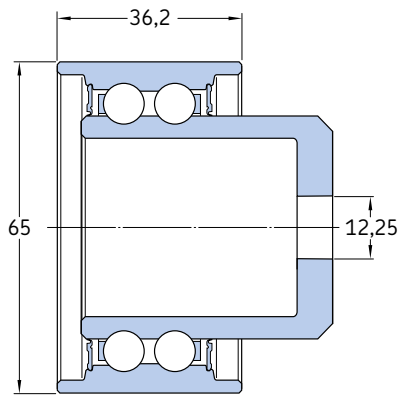
**ARB-1163 E**



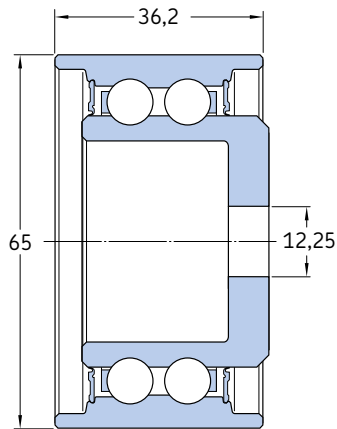
**ARB-1168 B/VK108**



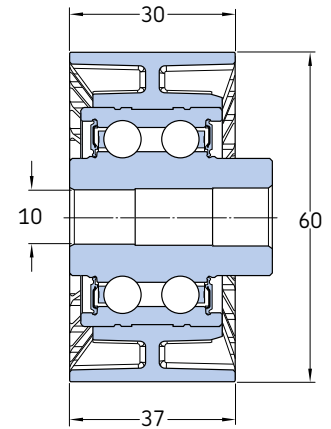
**ARB-1176 A**



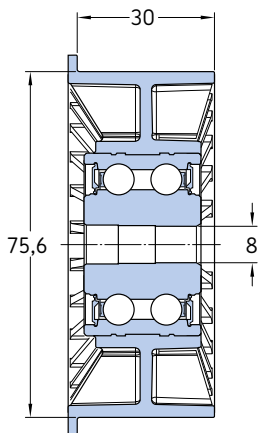
**ARB-1195**



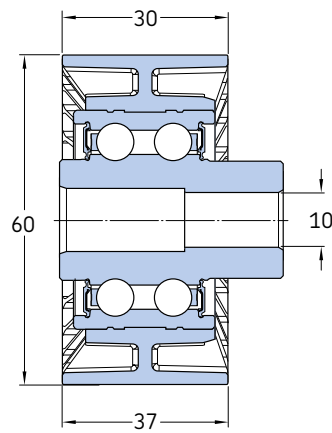
**ARB-1196**



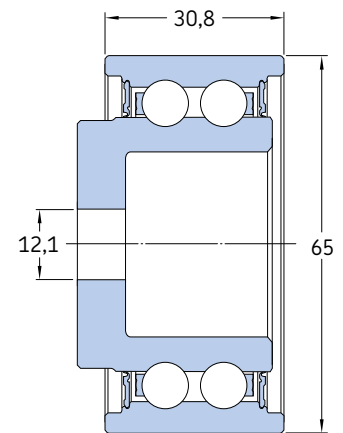
**ARB-1201 A**



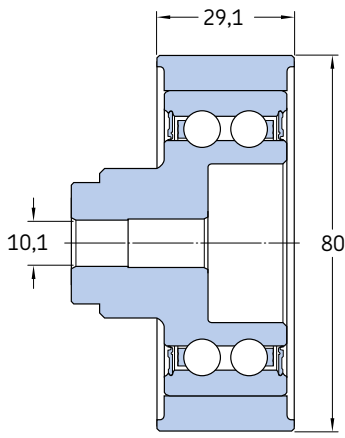
**ARB-1220/VK9052**



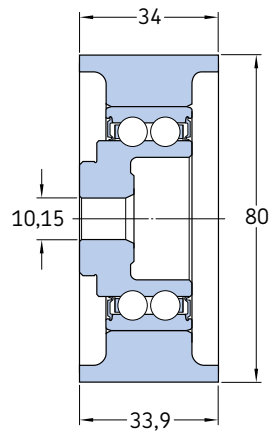
**ARB-1224**



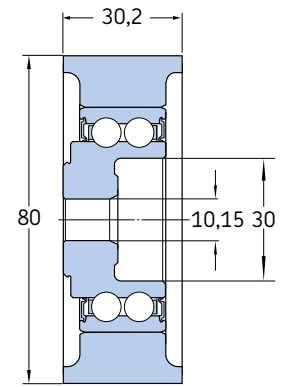
**ARB-1257 A**



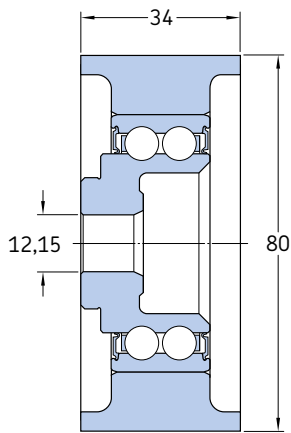
ARB-1258 A



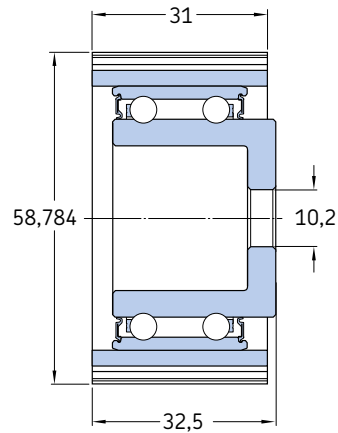
ARB-1266/VK9052



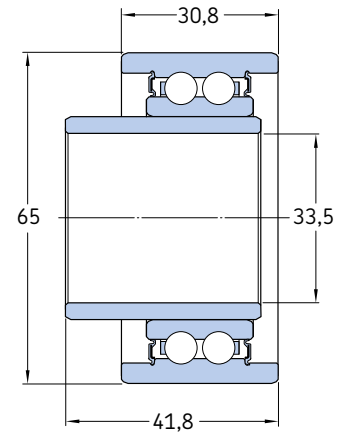
ARB-1267/VK9052



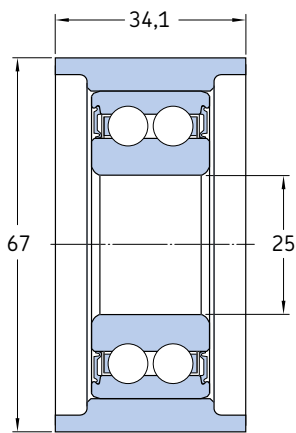
ARB-1268/VK9052



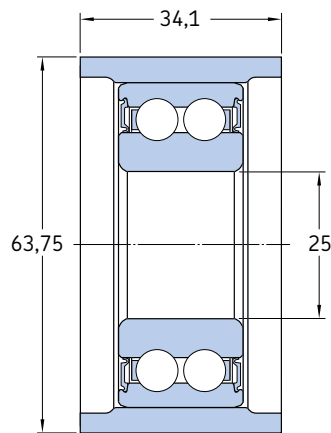
ARB-1298/VK108



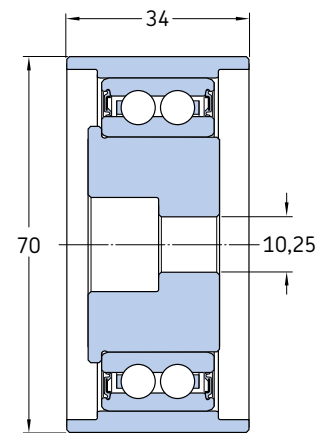
ARB-1302 A/VK108



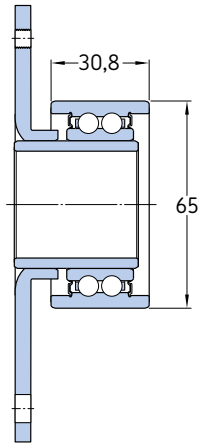
ARB-1303



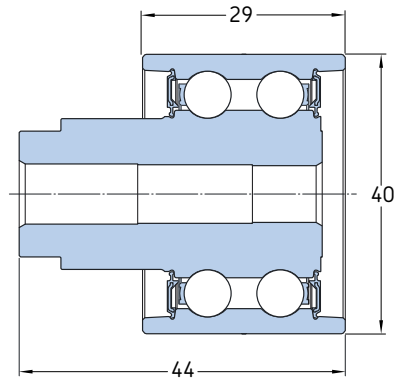
ARB-1304



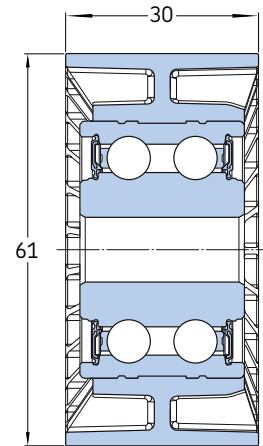
ARB-1322



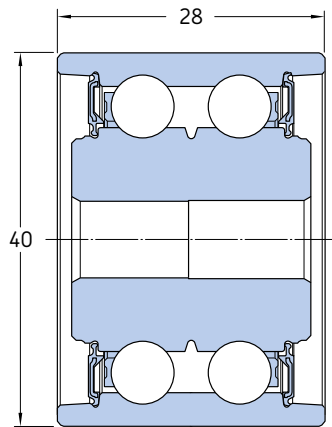
ARB-1328



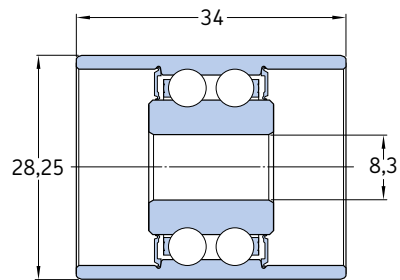
ARB-1330



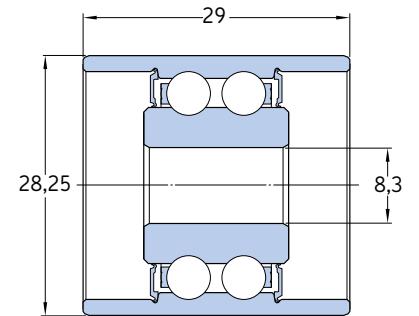
ARB-1332/VK9052



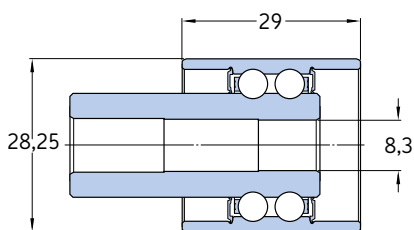
ARB-1336



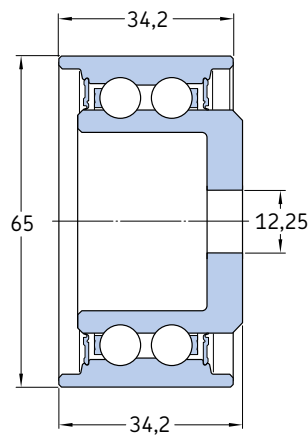
BB2-2037/VK108



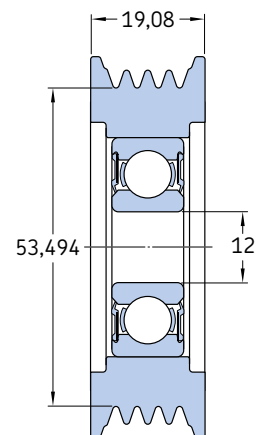
BB2-2038/VK108



BB2-2045/VK108



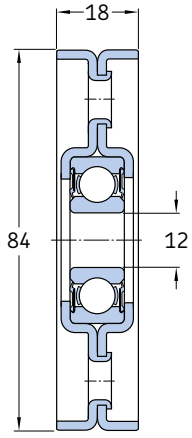
BBL-0002



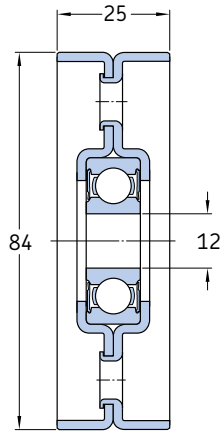
BF-337001



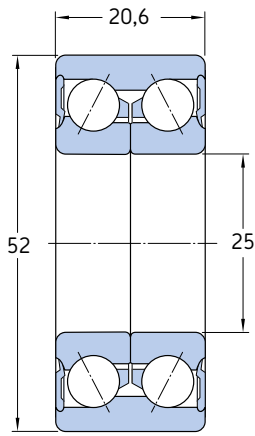
Idlers



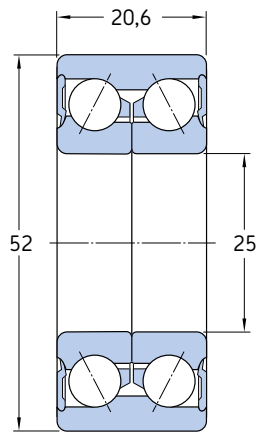
BF-337002



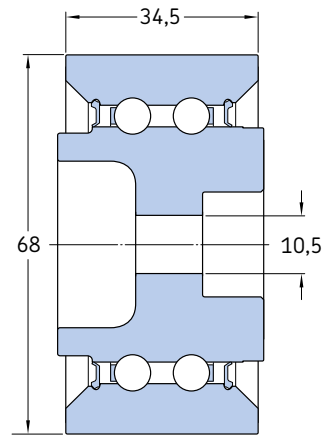
BF-337003



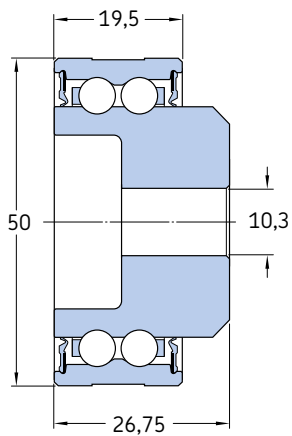
617546 A/HT22



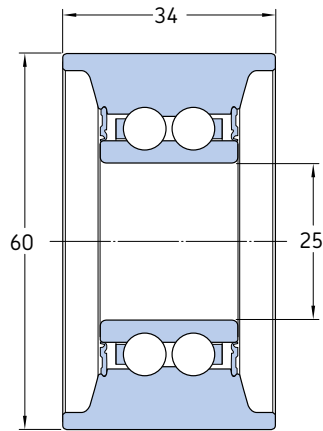
633186 A



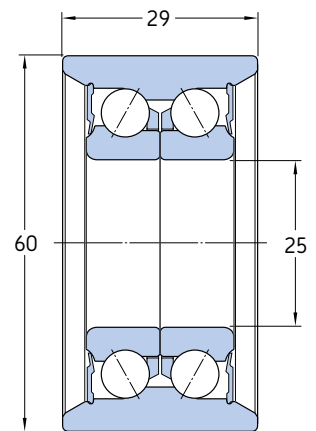
BA2-0003 A



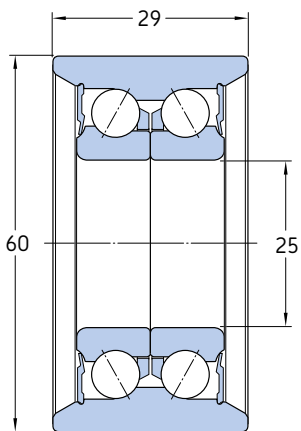
BA2-0020



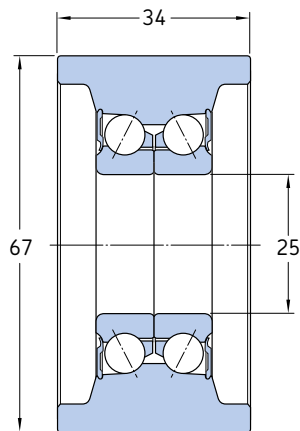
BA2-0025



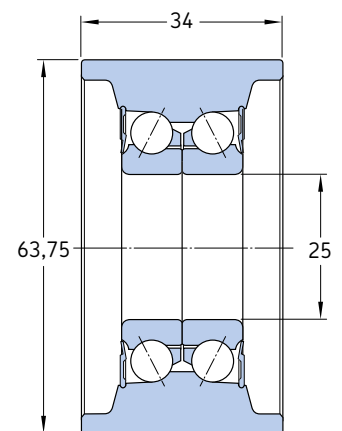
BA2B 633272



BA2B 633280

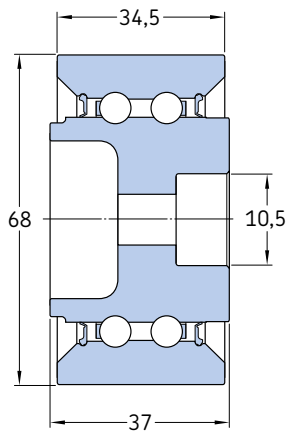


BA2B 633332 B

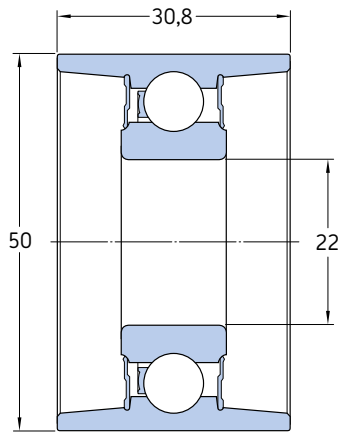


BA2B-633340 B

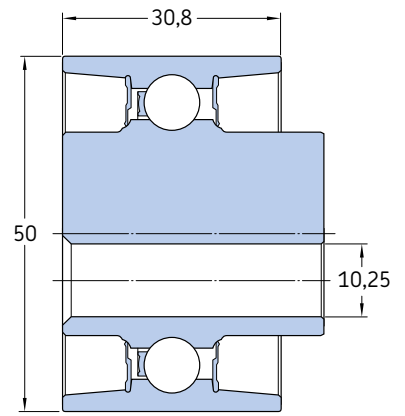
**Bearings**



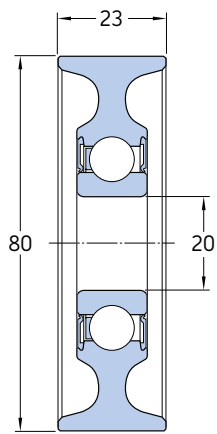
**BA2D 636072**



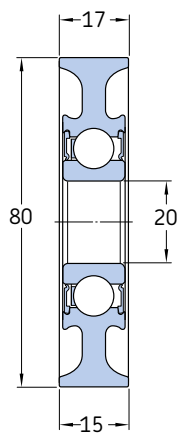
**BB1B 445545 D**



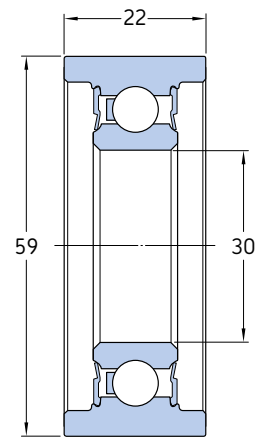
**BB1B 445547 E**



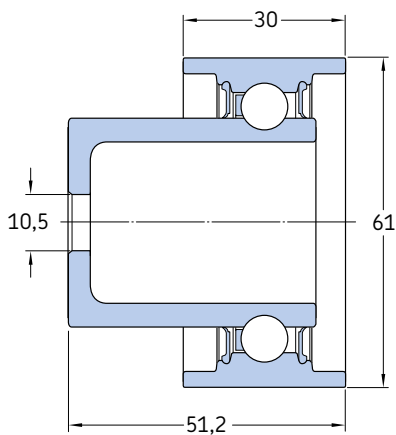
**BB1B 631122 B**



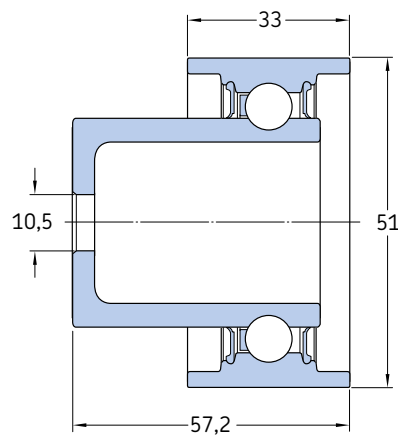
**BB1B 631497 A**



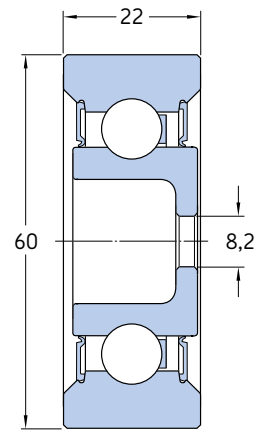
**BB1B-446508 AC/VZ370**



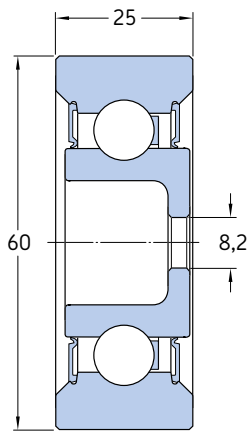
**BB1D 630643 B**



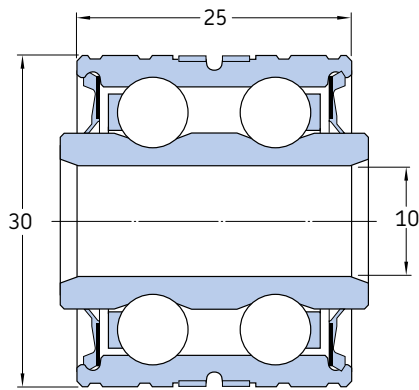
**BB1D 630685 A/VK108**



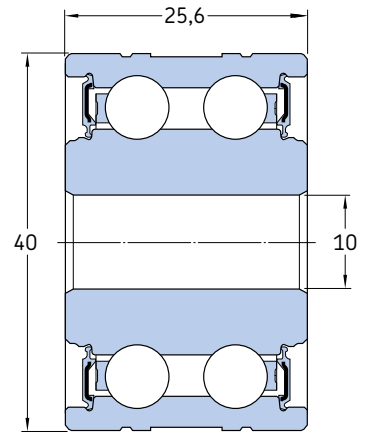
**BB1D 631153**



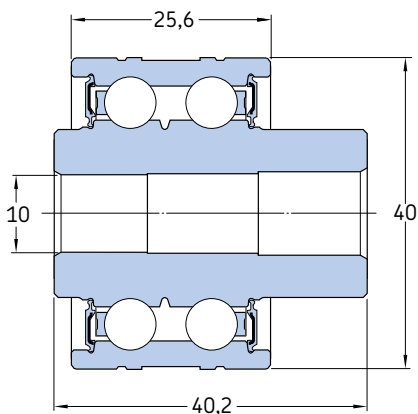
BB1D 631471



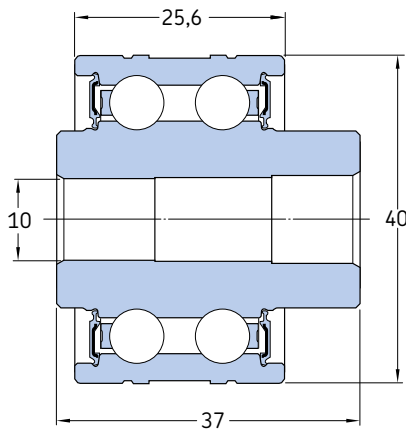
BB2-2002



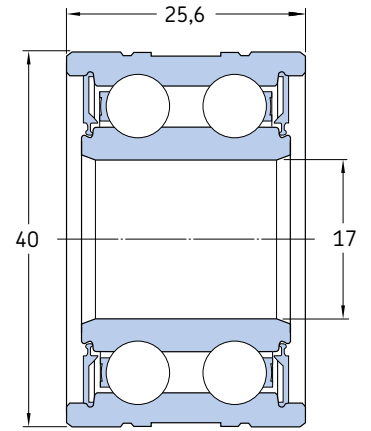
BB2-2010



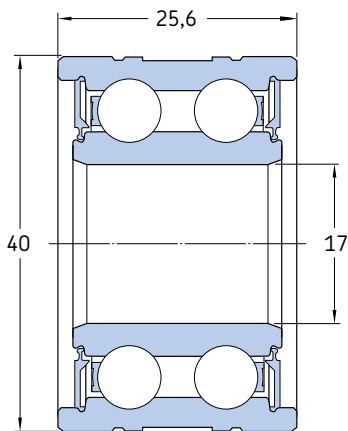
BB2-2015



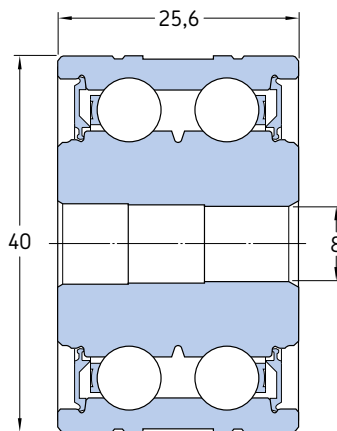
BB2-2016



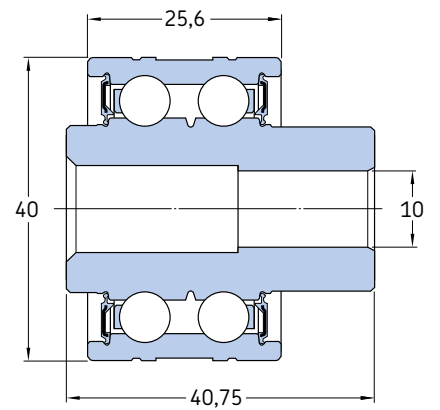
BB2-2017



BB2-2017 A

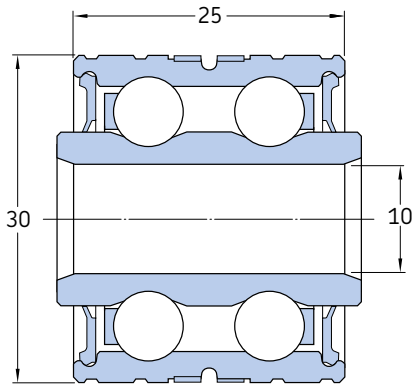


BB2-2019

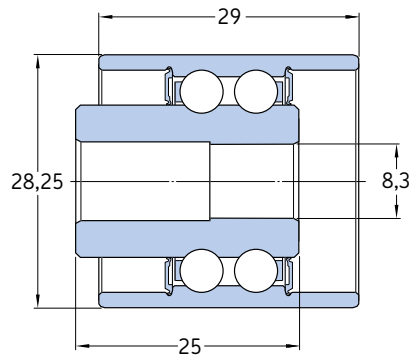


BB2-2020

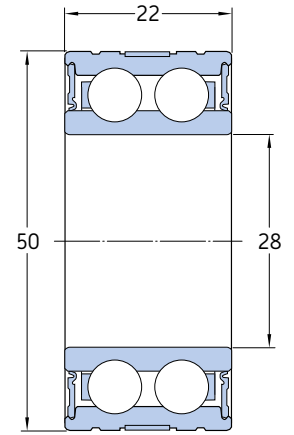
**Bearings**



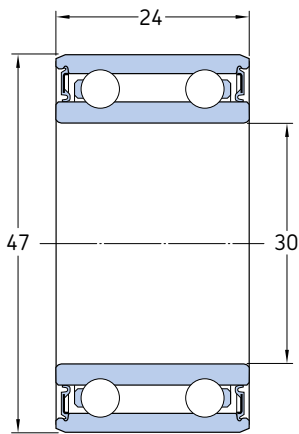
**BB2-2022 A**



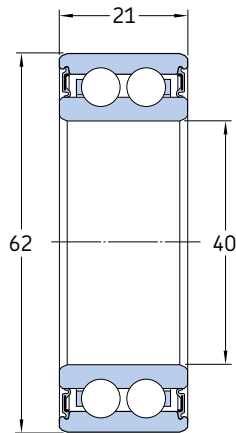
**BB2-2044/VK108**



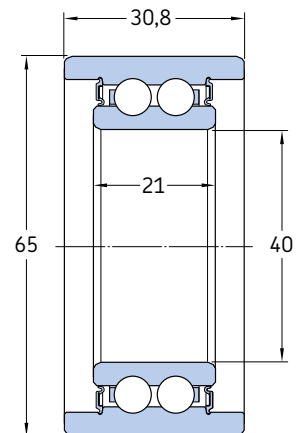
**BB2-2046/VK108**



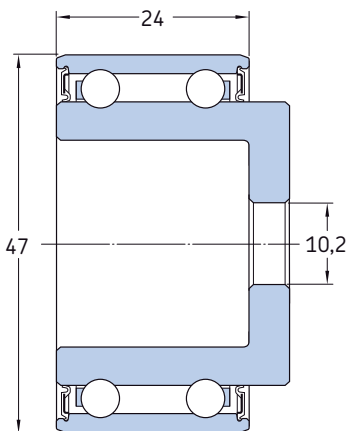
**BB2-2050**



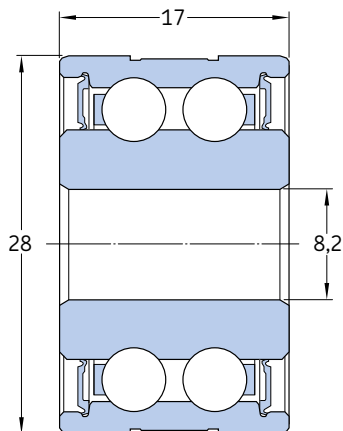
**BB2-2051/VK108**



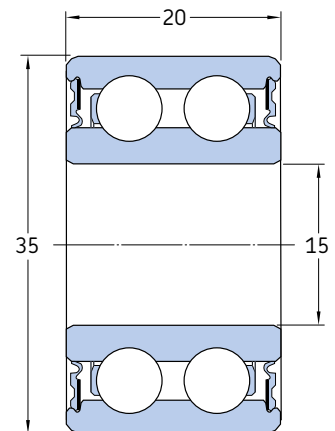
**BB2-2052**



**BB2-2055**

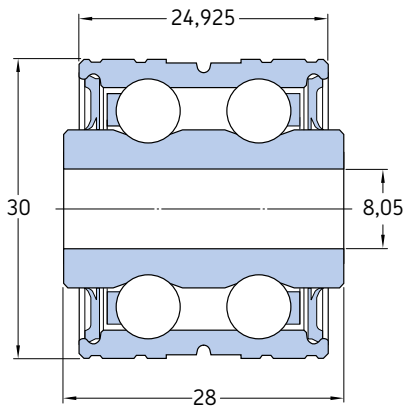


**BB2-2069**

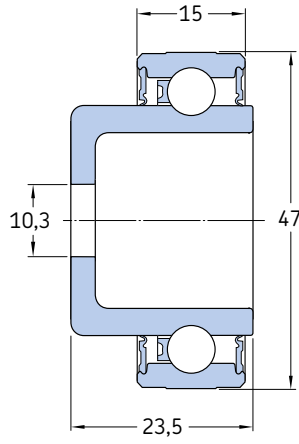


**BB2-2070**

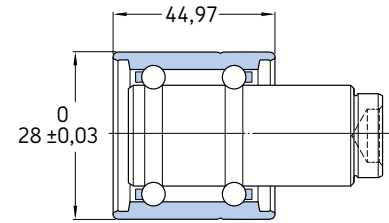
Bearings



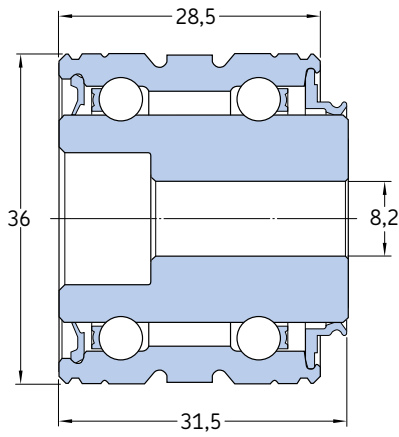
BBW-1006 D



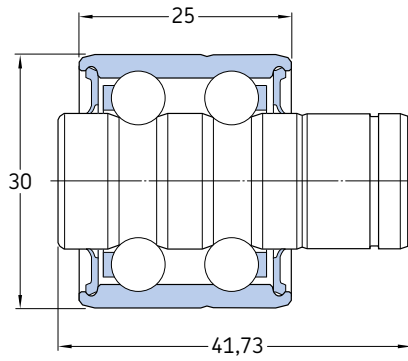
BC-337152



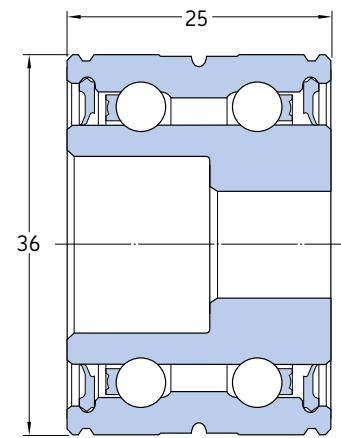
BC-362527 AD



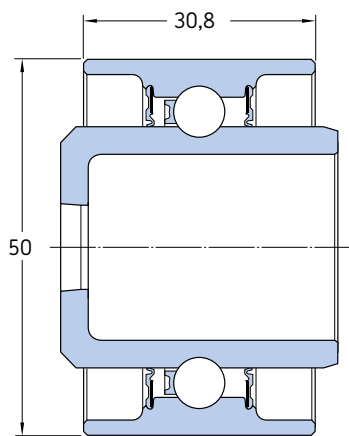
BC-367028 AB



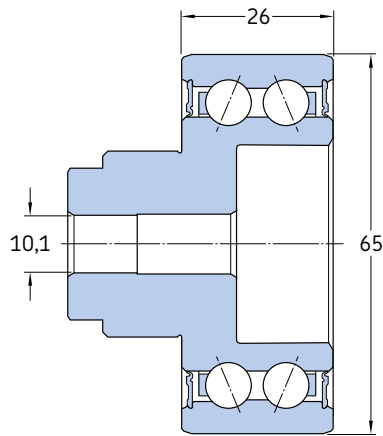
BC-367128 A



BC-367153 B

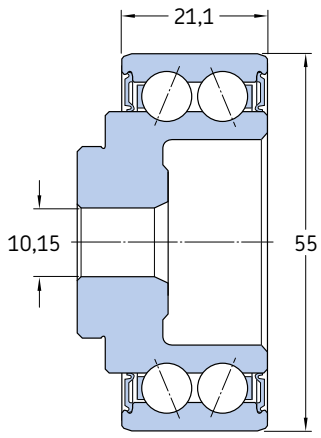


BC-ARB-1148

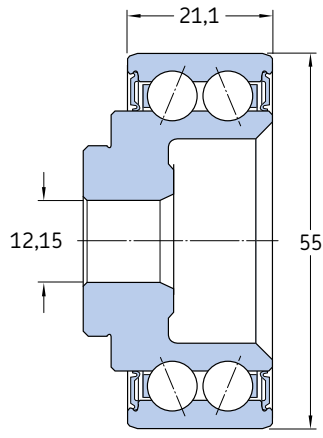


BC-ARB-1258

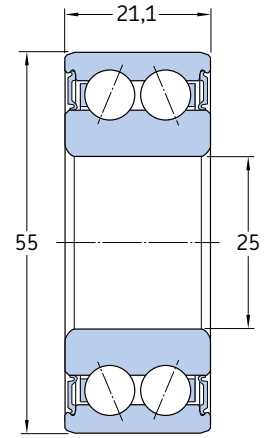
Bearings



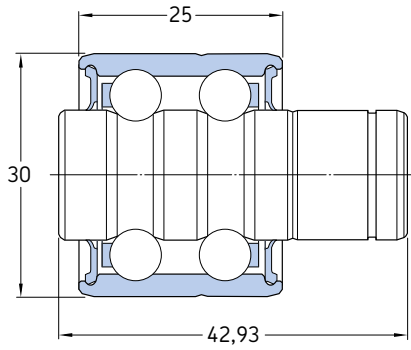
BC-ARB-1266



BC-ARB-1268



BC-ARB-1303



BC-BBW 0134

## Automatic belt tensioner units

SKF Reference	Customer's engine references			
	Customer	Fuel	Engine ref	Engine size
307970 C	GM	Gasoline	1.2, 1.2 i	1.2 l
			1.4, 1.4 i, 1.4 S, 1.4 Si	1.4 l
			1.5, 1.5 16v	1.5 l
			1.6, 1.6 i, 1.6 GSI 1.6 Si	1.6 l
337083 BA	AUDI	Gasoline	2.0 16v, 2.0 E 16v, 2.0 16v Quattro,	2.0 l
	SEAT	Gasoline	2.0 E 16v Quattro 1.8i 16v	1.8 l 2.0 l
	VW	Gasoline	2.0 i 16v 2.0 i 16v, 2.0 GTI 16v	2.0 l 2.0 l
ARB-1022 B	PSA	Gasoline	ES (V6), ES9A/L7X762	3.0 l
ARB-1111 BB	VW	Gasoline	EA-113 (1.6 77ch)	1.6 l
			EA-113 (2.0 china)	2.0 l
ARB-1169 C/VK108	PSA	Diesel	DV4	1.4 l
	FORD	Diesel	DV6	1.6 l
			1.4 TDCi	1.4 l
	MAZDA	Diesel	1.6 TDCi	1.6 l
			1.4 CD	1.4 l
	MINI	Diesel	1.6 DI Turbo	1.6 l
VOLVO	Diesel	Cooper D 1.6 D	1.6 l 1.6 l	
ARB-1246	VW	Gasoline	1.4, 1.4 16v	1.4 l
			1.6 16v, 1.6 FSI	1.6 l
ARB-1247	VW	Gasoline	1.4, 1.4 16v, 1.4 FSI	1.4 l
			1.6 16v, 1.6 FSI	1.6 l
ARB-1281	VW	Gasoline	1.4 16v (EA111)	1.4 l
			1.6 16v (EA111)	1.6 l
	SEAT	Gasoline	1.4 16v (EA111)	1.4 l
ARB-1314	PSA	Gasoline	1.6 16v / TU5JP4 (before: 1806404)	1.6 l
ARB-1315	PSA	Gasoline	1.6, 1.6 16v, 1.6 VTS	1.6 l
			TU5JP4 (after: 1806405)	1.6 l
ARB-1316	FORD	Diesel	LD 18 Lynx 1.8 DI, 1.8 TDCi, 1.8 TDDi	1.8 l
ARB-1317	VOLVO	Diesel	D5244 T (D5)	2.4 l



### Automatic belt tensioner units

SKF Reference	Customer's engine references			
	Customer	Fuel	Engine ref	Engine size
ARB-1318	RENAULT	Gasoline	2.0 16v	2.0 l
			2.5 16v	2.5 l
	VOLVO	Gasoline	1.6	1.6 l
			1.8	1.8 l
			2.0, 2.0 T, 2.0 T4, 2.0 Turbo AWD	2.0 l
			2.3 T5	2.3 l
			2.4, 2.4 T, 2.4 T5	2.4 l
2.5, 2.5 T	2.5 l			
ARB-1319	FIAT	Gasoline	1.6 16v, 1.6	1.6 l
ARB-1320	FORD	Gasoline	1.25, 1.25 16v (ZH12 Zetec)	1.25 l
			1.4, 1.4 16v (ZH14 Zetec)	1.4 l
			1.6, 1.6 16v (ZH16 Zetec)	1.6 l
	MAZDA	Gasoline	1.25	1.25 l
			1.4	1.4 l
	VOLVO	Gasoline	1.6	1.6 l
ARB-1321	VOLVO	Gasoline	2.8 T6 (B6284 T)	2.8 l
			2.9 (B6294 S)	2.9 l
			3.0, 3.0 T6	3.0 l
ARB-1325	FIAT	Diesel	1.9 D, 1.9 TD	1.9 l
			2.1 TD 12v	2.1 l
	LANCIA	Diesel	2.1 TD 12v	2.1 l
			1.8 D	1.8 l
			1.9 D, 1.9 SD, 1.9 TDI	1.9 l
	PSA	Diesel	2.1 D 12v, 2.1 TD 12v	2.1 l

### Static belt tensioner units

SKF Reference	Customer's engine references			
	Customer	Fuel	Engine ref	Engine size
307972	BMW	Gasoline	1.6 i (3 Series E36)	1.6 l
			1.8 i (3 Series E36, 5 Series E34)	1.8 l
337084	AUDI	Gasoline	2.3, 2.3 E, 2.3 quattro, 2.3 E quattro	2.3 l
337174	SEAT	Gasoline	1.2, 1.2 i	1.2 l
			1.5, 1.5 i, 1.5 i CAT	1.5 l
			1.7	1.7 l
337179	RENAULT	Gasoline	1.7, 1.7 i	1.7 l
	VOLVO	Gasoline	1.7, 1.7 Turbo	1.7 l
337180	VOLVO	Gasoline	2.0, 2.0 Turbo	2.0 l
			2.1, 2.1 Turbo	2.1 l
			2.3, 2.3 Turbo	2.3 l
337188	PSA	Gasoline	2000, 2.0, 2.0 TI, 2.0 STI	2.0 l
			2.2, 2.2 GTI	2.2 l
	RENAULT	Gasoline	2.0, 2.0 i, 2.0 Turbo	2.0 l
			2.2	2.2 l

## Static belt tensioner units

SKF Reference	Customer's engine references			
	Customer	Fuel	Engine ref	Engine size
337190	NISSAN	Diesel	2.0 TD	2.0 l
337191	ALFA ROMEO	Diesel	2.4 JTD, 2.4 JTD 20v	2.4 l
	FIAT	Diesel	2.4 JTD, 2.4 TD	2.4 l
	LANCIA	Diesel	2.4 JTD	2.4 l
307839 EB	AUDI	Diesel	1.6 D, 1.6 TD	1.6 l
			1.9 D, 1.9 TD	1.9 l
	SEAT	Diesel	1.9 D, 1.9 SDI	1.9 l
			1.5 D	1.5 l
	VW	Diesel	1.6 D, 1.6 TD, 1.6 TD Syncro	1.6 l
			1.7 D	1.7 l
			1.9 D, 1.9 TD, 1.9 GTD	1.9 l
307858 DB	BMW	Gasoline	1.6 i (E30)	1.6 l
			1.8 i (E30, E34)	1.9 l
307863 B	AUDI	Gasoline	2.0 16v, 2.0 E 16v, 2.0 16v quattro, 2.0 E 16v quattro	2.0 l
			1.8 16v	1.8 l
	SEAT	Gasoline	1.8 16v	1.8 l
			1.8 16v, 1.8 GTI 16v	1.8 l
VW	Gasoline	2.0 16v, 2.0 GTI 16v	2.0 l	
307924 DB	AUDI	Gasoline	2.6, 2.6 quattro	2.6 l
			2.8, 2.8 E, 2.8 quattro, 2.8 E quattro	2.8 l
307925 AD	PSA	Gasoline	1.1	1.1 l
			1.4	1.4 l
			1.6 (AD)	1.6 l
337042 AA	PORSCHE	Gasoline	2.0, 2.0 Turbo	2.0 l
			1.6	1.6 l
			1.8	1.8 l
			2.0	2.0 l
	SEAT	Gasoline	1.3	1.3 l
			1.5	1.5 l
			1.6	1.6 l
			1.7	1.7 l
			1.8	1.8 l
			2.0	2.0 l
	VW	Gasoline	1.3	1.3 l
			1.5	1.5 l
			1.6	1.6 l
			1.8	1.8 l
AUDI	Gasoline	2.0	2.0 l	
		1.3	1.3 l	
		1.5	1.5 l	
		1.6	1.6 l	
		1.8	1.8 l	
		2.0	2.0 l	
337103 A	RENAULT	Diesel	2.2 TD	2.2 l
337123 C	PSA	Gasoline	XU8	1.8 l
337131 A	AUDI	Gasoline	2.6, 2.6 quattro	2.6 l
			2.8, 2.8 quattro	2.8 l

**Static belt tensioner units**

SKF Reference	Customer's engine references				
	Customer	Fuel	Engine ref	Engine size	
337141 AC	AUDI	Gasoline	1.6 2.0, 2.0 E, 2.0 E quattro	1.6 l 2.0 l	
	VW	Gasoline	1.6	1.6 l	
337154 B	ALFA FIAT LANCIA	Diesel	2.4 JTD	2.4 l	
		Diesel	2.0 TD	2.0 l	
		Diesel	2.4 D Multijet, 2.4 T.DS, 2.4 JTD	2.4 l	
		Gasoline	2.0 Turbo, 2.0 20v, 2.0 20v Turbo 2.4, 2.4 20v	2.0 l 2.4 l	
337176 E	PSA	Gasoline	XU	1.8 l	
			XU	2.0 l	
337185 A	OPEL	Gasoline	2.5 V6	2.5 l	
			3.0 V6	3.0 l	
362527 AD	BMW	Gasoline	2.0 (E30, E12, E28, E34)	2.0 l	
			2.5 (E30, E34, Z1)	2.5 l	
			2.7 (E28, E30)	2.7 l	
363477 BA	AUDI	Gasoline	2.0, 2.0 E, 2.0 quattro, 2.0 E quattro	2.0 l	
445787 BA	LADA PSA	Diesel	1900 Diesel	1.9 l	
			1.7 D, 1.7 TD	1.7 l	
			1.8 D, 1.8 TD	1.8 l	
	ROVER TALBOT	Diesel	1.9 D, 1.9 DT, 1.9 TD	1.9 l	
			218 D, 218 TD, 418 TD, 1.8 TD	1.8 l	
			1.9 D	1.9 l	
ARB-1006 B	PSA	Diesel	DW8	1.9 l	
			DW10	2.0 l	
ARB-1097	PSA	Gasoline	1.6, 1.6 Aut., 1.6 i, 1.6 CTI, 1.6 GTI, 1.6 SRI	1.6 l	
			1.9, 1.9 CTI, 1.9 GTI	1.9 l	
ARB-1148	OPEL RENAULT	Diesel	1.9 D	1.9 l	
			Gasoline	1.7	1.7 l
				1.8, 1.8 Rsi	1.8 l
				2.0, 2.0 i	2.0 l
	VOLVO	Diesel	1.6 D	1.6 l	
			1.9 D, 1.9 TD, 1.9 dT, 1.9 dTi, 1.9 dCi	1.9 l	
			Gasoline	1.6	1.6 l
		1.7, 1.7 Turbo		1.7 l	
		1.8		1.8 l	
		Diesel	2.0	2.0 l	
1.9 Turbo-Diesel, 1.9 DI, 1.9 TD	1.9 l				
ARB-1238/VK9052	RENAULT	Diesel	2.1 D, 2.1 TD	2.1 l	
ARB-1252/VK9052	AUDI	Gasoline	3.7 (V8)	3.7 l	
	VW	Gasoline	4.2 (V8) 4.2 V8	4.2 l 4.2 l	
ARB-1259	FERRARI	Gasoline	6.0 V12 (F599)	6.0 l	

## Static belt tensioner units

SKF Reference	Customer's engine references					
	Customer	Fuel	Engine ref	Engine size		
ARB-1326	OPEL RENAULT	Diesel	1.9 D	1.9 l		
			Gasoline	1.7	1.7 l	
		VOLVO	Diesel	1.8, 1.8 Rsi	1.8 l	
				Gasoline	2.0, 2.0 i	2.0 l
	VOLVO	Diesel	1.9 D, 1.9 TD, 1.9 dT, 1.9 dTi, 1.9 dCi	1.9 l		
			Gasoline	1.6	1.6 l	
			Gasoline	1.7, 1.7 Turbo	1.7 l	
		Diesel	1.8	1.8 l		
			2.0	2.0 l		
			1.6 D	1.6 l		
1.9 DI, 1.9 TD	1.9 l					
ARB-1327	RENAULT NISSAN	Diesel	1.9 dCi	1.9 l		
			dCi 80, dCi 100	1.9 l		
	OPEL VOLVO	Diesel	1.9 DI, 1.9 DTI	1.9 l		
			1.9 DI	1.9 l		
	BA2D 633624 BC	ALFA FIAT	Gasoline	2.0 16v Turbo Q4	2.0 l	
Gasoline				1.1	1.1 l	
Gasoline				1.3, 1.3 Turbo i.e.	1.3 l	
LANCIA			Gasoline	1.5	1.5 l	
				Gasoline	1.6	1.6 l
				Gasoline	1.8 i.e. 16v Sport	1.8 l
		LANCIA	Gasoline	2000 16v, 2.0 16v, 2.0 i.e. 16v Sport, 2.0 16v Turbo	2.0 l	
				1.1	1.1 l	
				1.3	1.3 l	
				1.5	1.5 l	
				2000 16v, 2000 Turbo 16v, 2000 i.e. 16v,	2.0 l	
				2000 i.e. 16v Turbo, 2.0 16v HF Integrale, 2.0 16v Evo HF Integrale, 2.0 16v Turbo	2.0 l	
BA2D 633625		ALFA FIAT	Gasoline	2.0 Turbo	2.0 l	
				Gasoline	90 i.e. 1.6, 105 1.6, 100 Super 1.6, 100 i.e. 1.6	1.6 l
				Gasoline	1.8 i.e.	1.8 l
	LANCIA	Gasoline	2000 CHT	2.0 l		
			1.6, 1.6 i.e., 1.6 GT i.e., 1.6 HF Turbo	1.6 l		
			2000 i.e.	2.0 l		
			2000 i.e.	1.6 l		
			2000 i.e.	2.0 l		
BA2D 633636 A	FIAT	Gasoline	1.8 i.e.	1.8 l		
			Gasoline	2000 i.e., 2000 i.e. Turbo, 2.0 i.e.	2.0 l	
	LANCIA	Gasoline	1.8 i.e.	1.8 l		
			2000 i.e., 2000 i.e. Turbo, 2000 i.e. Turbo Integrale	2.0 l		
			2000 Turbo, 2.0 i.e., 2.0 HF Integrale, 2.0 Turbo	2.0 l		
BB1D 630673 B/VK108	ALFA PSA FIAT	Diesel	1.9 TD	1.9 l		
			Diesel	1.9 TD	1.9 l	
			Diesel	1.7 D	1.7 l	
	LANCIA	Diesel	1.9 D, 1.9 TD, 1.9 TD CAT	1.9 l		
			Diesel	1.9 TD, 1.9 TDS	1.9 l	
			Diesel	1.9 TD, 1.9 TDS	1.9 l	
BB1D 630676 D	FIAT	Diesel	70 TD 1.4	1.4 l		
			DS 1.7, 1.7 D, 60 1.7 D, 65 1.7 D, 1.7 Diesel,	1.7 l		
			1.7 TD, 60 TD 1.7	1.7 l		
			1.9 D	1.9 l		

Idlers engine references				
SKF Reference	Customer's engine references			
	Customer	Fuel	Engine ref	Engine size
337093 B	FIAT	Gasoline	1.8 HGT 130 2.0 20v, 2.0 150 20v, 2.0 155 20v, 2.0 HGT 20v, 2.0 20v Turbo 2.4 20v	1.8 l 2.0 l 2.4 l
337116 AD	PSA	Diesel	TUD3 TUD5 XUD11A	1.4 l 1.5 l 2.1 l
337124 B	PSA	Diesel	XUD7 XUD9	1.8 l 1.9 l
337153 A	FIAT	Diesel	1.9 JTD 2.4 JTD	1.9 l 2.4 l
337155 C	FIAT	Diesel	old 1.9 JTD 2.4 JTD	1.9 l 2.4 l
337159 A	FIAT	Gasoline	1.6 1.8 2.0 2.5	1.6 l 1.8 l 2.0 l 2.5 l
337185 AD	GM (Calibra, Omega, Cadillac, Saab, Epsilon platform)	Gasoline	V6	3.2 l
367018 AA	MERCEDES	Diesel	2.0 D, 200 D 220 D 108 D 2.3, 110 D 2.3, 230 TD 2.5 D, 2.5 Turbo-D, 250 D, 250 GD, 250 Turbo-D 290 Turbo-D 300 Turbo-D, 300D 350 Turbo-D	2.0 l 2.2 l 2.3 l 2.5 l 2.9 l 3.0 l 3.5 l
		Gasoline	1.8 2.0, 200 2.3, 2.3-16v, 230 2.5-16v, 2.5 Evolution II	1.8 l 2.0 l 2.3 l 2.5 l
	VW	Diesel	320 2.8 TDI	3.2 l 2.8 l
367018 C	MERCEDES	Gasoline Diesel	230 250 GD 290 TD	2.3 l 2.5 l 2.9 l
445788 BA	LADA PSA	Diesel Diesel	1900 Diesel 1.7 D, 1.7 TD 1.8 D, 1.8 TD 1.9 D, 1.9 DT, 1.9 TD	1.9 l 1.7 l 1.8 l 1.9 l
	ROVER TALBOT	Diesel Diesel	218 D, 218 TD, 418 TD, 1.8 TD 1.9 D	1.8 l 1.9 l

Idlers				
SKF Reference	Customer's engine references			
	Customer	Fuel	Engine ref	Engine size
ARB-1072	FIAT	Diesel Gasoline	2.4 JTD 10v	2.4 l
			1.6	1.6 l
			1.8	1.8 l
			2.0	2.0 l
			2.5	2.5 l
ARB-1073	FIAT	Diesel	1.9 JTD 8v	1.9 l
			2.4 JTD	2.4 l
ARB-1099 AA	FIAT	Diesel	1.6 JTD	1.6 l
			1.9 JTD	1.9 l
ARB-1124	PSA	Diesel	DW10B, DW10C	2.0 l
ARB-1125	NISSAN	Gasoline	CR10DE	1.0 l
			CR14DE	1.4 l
ARB-1126 A	NISSAN	Gasoline	1.6	1.6 l
			1.8, 1.8 16v	1.8 l
ARB-1163 E	VW	Diesel	1.9 TDI	1.9 l
			2.0 TDI	2.0 l
ARB-1168 B/VK108	PSA	Diesel	DV4	1.4 l
			DV6	1.6 l
	FIAT	Diesel	1.6 D Multijet	1.6 l
	FORD	Diesel	1.4 TDCi	1.4 l
			1.6 TDCi	1.6 l
	MAZDA	Diesel	1.4 CD	1.4 l
	MINI	Diesel	1.6 DI Turbo Cooper D	1.6 l
ARB-1176 A	PSA	Diesel	DW8	1.9 l
			DW10	2.0 l
			DW12	2.2 l
	FIAT	Diesel	1.9 D	1.9 l
			2.0 JTD	2.0 l
			2.2 JTD	2.2 l
	LANCIA	Diesel	2.0 JTD	2.0 l
			2.2 JTD	2.2 l
ARB-1195	PSA	Gasoline	ES (V6)	3.0 l
	FIAT	Gasoline	3.0 V6	3.0 l
	LANCIA	Gasoline	3.0 V6	3.0 l
	RENAULT	Gasoline	3.0 V6, 3.0 V6 Sport, 3.0 V6 24v	3.0 l
ARB-1196	PSA	Gasoline	ES (V6)	3.0 l
	FIAT	Gasoline	3.0 V6	3.0 l
	LANCIA	Gasoline	3.0 V6	3.0 l
	RENAULT	Gasoline	3.0 V6, 3.0 V6 Sport, 3.0 V6 24v	3.0 l
ARB-1201 A	PSA	Gasoline	ES	3.0 l
			EW7, EW7A	1.8 l
			EW10, EW10A	1.9 l
			EW12	2.2 l

**Idlers**

SKF Reference	Customer's engine references			
	Customer	Fuel	Engine ref	Engine size
ARB-1220/VK9052	NISSAN OPEL	Diesel	2.5 dCi	2.5 l
		Diesel	2.2 DTI	2.2 l
	RENAULT	Diesel	2.5 DTI, 2.5 CDTI	2.5 l
			2.0 dCi	2.0 l
			2.2 dCi	2.2 l
2.5 dCi	2.5 l			
ARB-1224	PSA	Diesel	DW10CTED4	2.0 l
ARB-1257 A	FIAT	Gasoline	1.6, 1.6 16v	1.6 l
ARB-1258 A	AUDI SEAT SKODA VW	Diesel	1.9 TDI	1.9 l
		Diesel	1.9 SDI, 1.9 TDI	1.9 l
		Diesel	1.9 SDI, 1.9 TDI	1.9 l
		Diesel	1.9 SDI, 1.9 TDI	1.9 l
		Diesel	2.5 TDI	2.5 l
ARB-1266/VK9052	VW	Diesel	2.0 PD (2.0 TDI 170), 2.0 CR low	2.0 l
ARB-1267	VW	Gasoline	1.6	1.6 l
		Diesel	2.0 CR High	2.0 l
ARB-1268/VK9052	AUDI SEAT SKODA VW	Diesel	2.0 TDI, 2.0 TDI 16v, 2.0 PD (2.0 TDI 170)	2.0 l
		Diesel	2.0 TDI, 2.0 TDI 16v, 2.0 PD (2.0 TDI 170)	2.0 l
		Diesel	2.0 TDI, 2.0 TDI 16v, 2.0 PD (2.0 TDI 170)	2.0 l
		Diesel	2.0 TDI, 2.0 TDI 16v, 2.0 PD (2.0 TDI 170)	2.0 l
		Diesel	2.0 TDI, 2.0 TDI 16v, 2.0 PD (2.0 TDI 170)	2.0 l
ARB-1298/VK108	RENAULT	Gasoline	2.0 16v	2.0 l
		Diesel	D 55 1.9, D 65 1.9, 1.9 D, 1.9 dT, 1.9 dTi 80, 1.9 dTi 98, 1.9 dCi 80, 1.9 dCi 102	1.9 l
ARB-1302 A/VK108	RENAULT OPEL	Diesel	1.9 dTi	1.9 l
		Diesel	1.9 DTI	1.9 l
ARB-1303	FIAT	Diesel	2.0 D	2.0 l
			2.4 D, 2.4 JTD	2.4 l
			2.5 D, 2.5 TD, 2.5 TDI	2.5 l
			2.8 D, 2.8 TDI, 2.8 JTD, 2.8 JTD POXER	2.8 l
			2.5 D	2.5 l
	OPEL	Diesel	2.8 DTI	2.8 l
			2.8 HDI	2.8 l
			2.5 D	2.5 l
	PSA RENAULT	Diesel	2.8 DTI	2.8 l
			2.5 D	2.5 l

Idlers				
SKF Reference	Customer's engine references			
	Customer	Fuel	Engine ref	Engine size
ARB-1304	FIAT	Diesel	2.0 D	2.0 l
			2.4 D, 2.4 TD	2.4 l
			2.5 D	2.5 l
			2.8 JTD, 2.8 JTD POXER	2.8 l
	OPEL PSA RENAULT	Diesel Diesel Diesel	2.5 D 2.8 HDI 2.5 D	2.5 l 2.8 l 2.5 l
ARB-1322	AUDI SKODA VW	Diesel Diesel Diesel	2.5 TDI	2.5 l
			2.5 TDI	2.5 l
			2.5 TDI	2.5 l
ARB-1328	RENAULT VOLVO	Diesel Diesel	1.9 dTi, 1.9 dCi	1.9 l
			1.9 DI	1.9 l
BB2-2037/VK108	VW	Diesel	2.0 CR low	2.0 l
BB2-2038/VK108	VW	Diesel	2.0 CR High	2.0 l
BB2-2045/VK108	AUDI SEAT SKODA VW	Diesel Diesel Diesel Diesel	1.9 TDI 90, 1.9 TDI 110	1.9 l
			1.9 D, 1.9 SDI, 1.9 TDI, 1.9 TDI 90, 1.9 TDI 110	1.9 l
			1.9 SDI, 1.9 TDI 90, 1.9 TDI 110	1.9 l
			1.9 SDI, 1.9 TDI, 1.9 TDI 90, 1.9 TDI 110	1.9 l
			1.9 SDI, 1.9 TDI, 1.9 TDI 90, 1.9 TDI 110	1.9 l
BBL-0002	AUDI	Diesel	3.3 TDI quattro	3.3 l



# Installing confidence for more than 100 years

## Our commitment to the automotive aftermarket

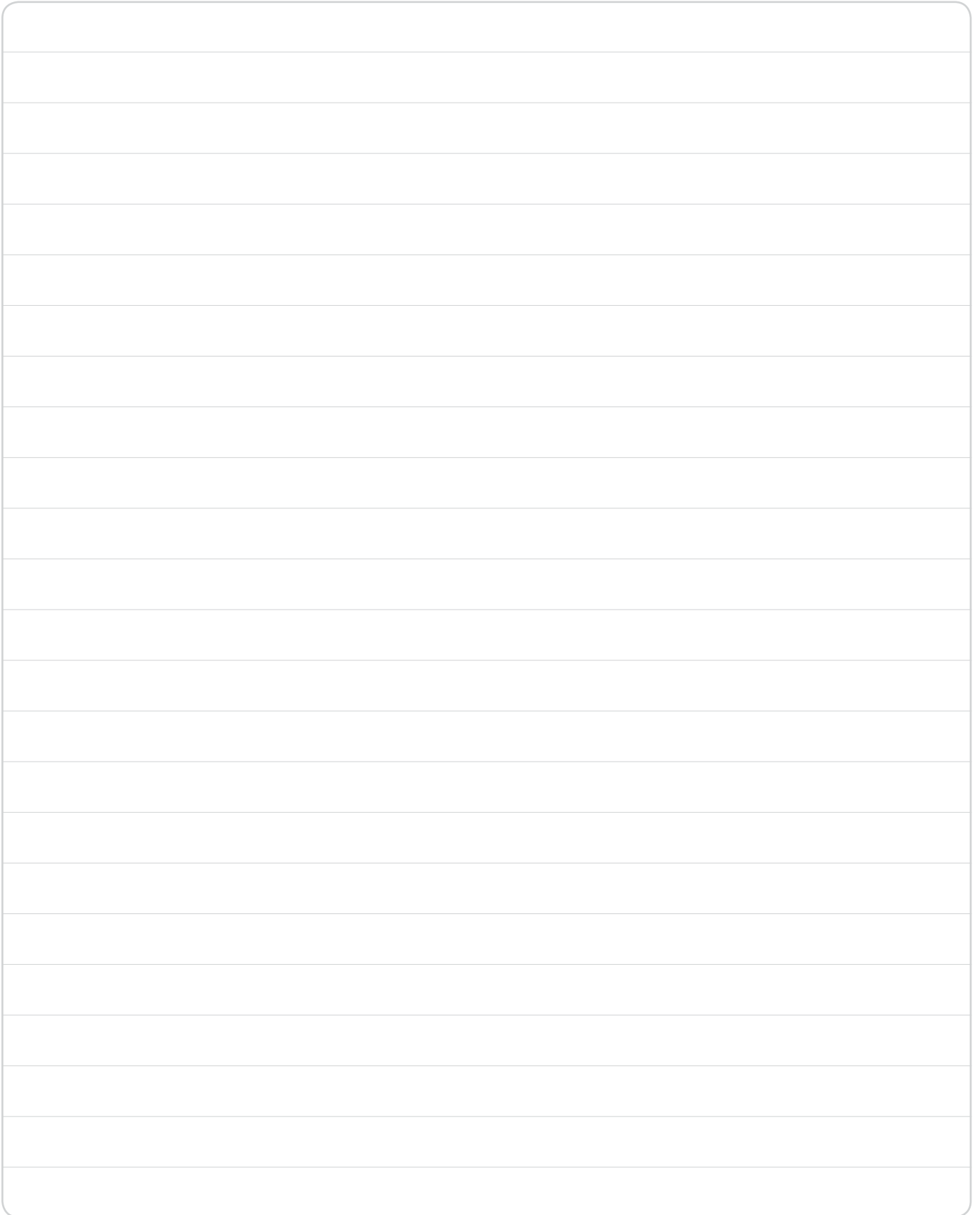
SKF Vehicle Service Market deals with the aftermarket for cars and commercial vehicles all over the world. Our concept is to offer high quality products and premium services to our customers, whether your application involves maintaining vehicles or supplying products to those who do.

As a knowledge engineering company, SKF is much more than a components supplier – our engineers can rely on a century of SKF expertise to improve overall system reliability, safety and efficiency.

Our range of products and services is the result of relentless innovation and constant improvement in the design of all critical components, from engines and electronics to driveline and wheel-end systems. SKF continues to take part in the ongoing endeavour to develop its services and state-of-the-art products.



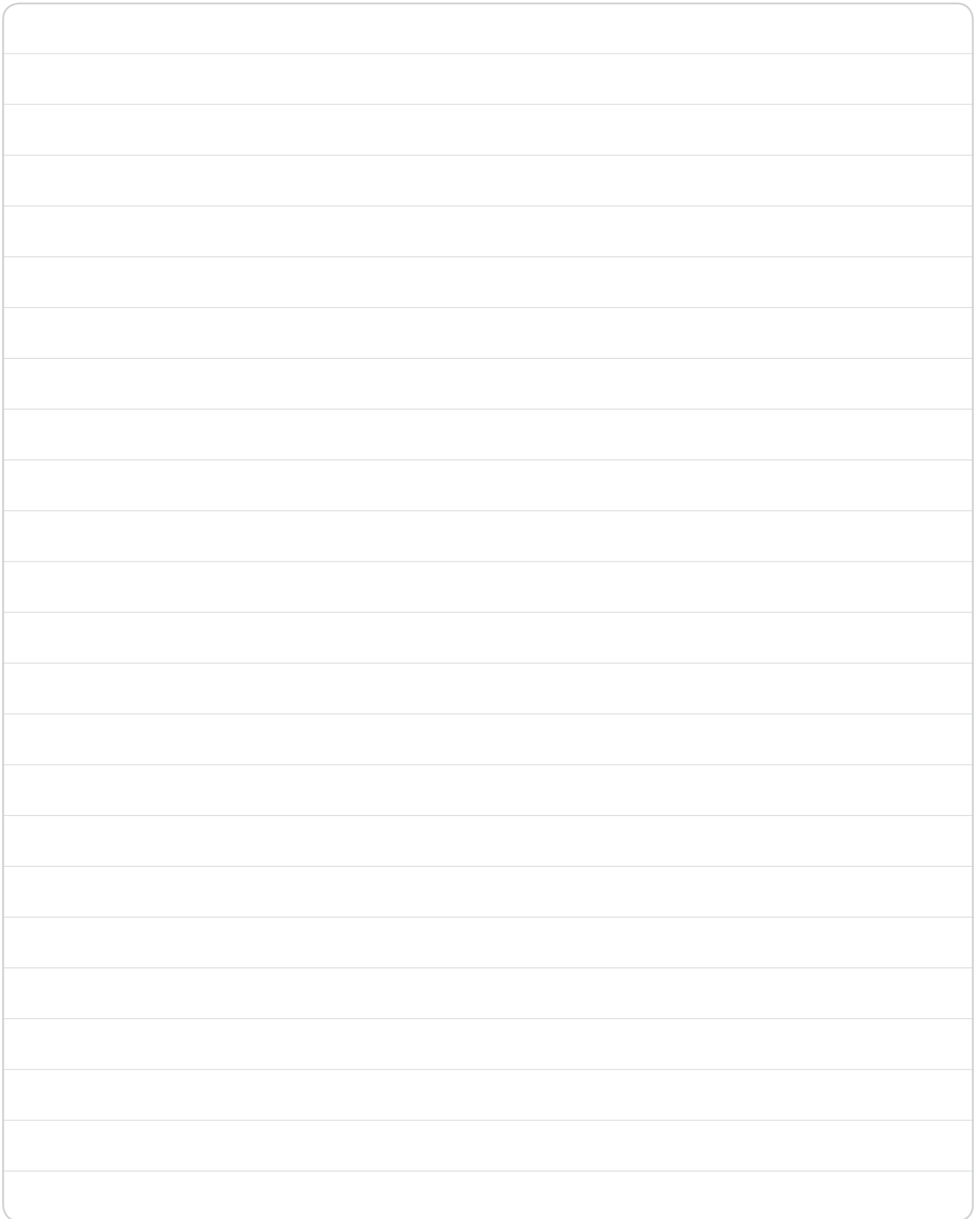
# Notes



# Notes

A large rectangular area with rounded corners, containing 20 horizontal lines for writing notes.

# Notes





© SKF is a registered trademark of the SKF Group.

© SKF Group 2013

The contents of this publication are the copyright of the publisher and may not be reproduced (even extracts) unless prior written permission is granted. Every care has been taken to ensure the accuracy of the information contained in this publication but no liability can be accepted for any loss or damage whether direct, indirect or consequential arising out of the use of the information contained herein.

**PUB 10/P1 11667/1 EN** · July 2013

Certain image(s) used under license from Shutterstock.com

Download APP for iPad

