Incorrect or out of phase engine timing can result in damage to the valves. The Tool Connection cannot be held responsible for any damage caused by using these tools in anyway.

Safety Precautions – Please read

- Disconnect the battery earth leads (check radio code is available)
- Remove spark or glow plugs to make the engine turn easier
- Do not use cleaning fluids on belts, sprockets or rollers
- Always make a note of the route of the auxiliary drive belt before removal
- Turn the engine in the normal direction (clockwise unless stated otherwise)
- Do not turn the camshaft, crankshaft or diesel injection pump once the timing chain has been removed (unless specifically stated)
- Do not use the timing chain to lock the engine when slackening or tightening crankshaft pulley bolts
- Do not turn the crankshaft or camshaft when the timing belt/chain has been removed
- Mark the direction of the chain before removing
- It is always recommended to turn the engine slowly, by hand and to re-check the camshaft and crankshaft timing positions.
- Crankshafts and Camshafts may only be turned with the chain drive mechanism fully installed.
- Do not turn crankshaft via camshaft or other gears
- Check the diesel injection pump timing after replacing the chain
- Observe all tightening torques
- Always refer to the vehicle manufacturer's service manual or a suitable proprietary instruction book
- Incorrect or out of phase engine timing can result in damage to the valves
- It is always recommended to turn the engine slowly, by hand, and to re-check the camshaft and crankshaft timing positions

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The Complete Connection

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Guarantee

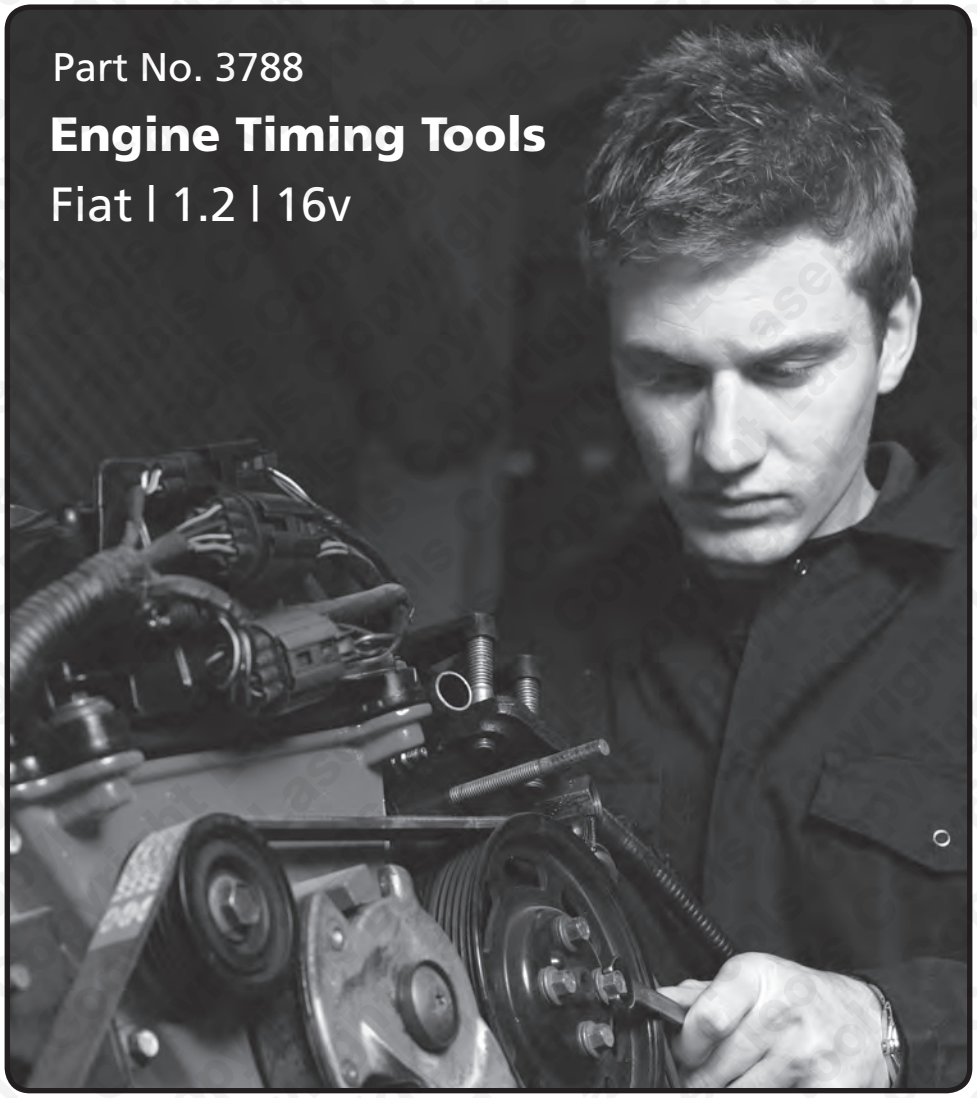
If this product fails through faulty materials or workmanship, contact our service department direct on: **+44 (0) 1926 818186.** Normal wear and tear are excluded as are consumable items and abuse.

LASER®

Part No. 3788

Engine Timing Tools

Fiat | 1.2 | 16v



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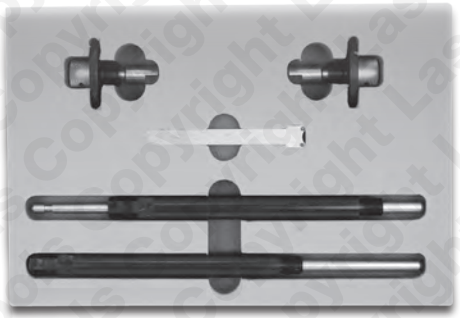
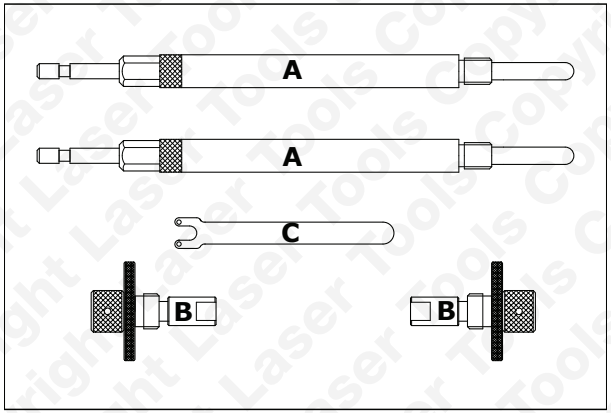
Plan Layout

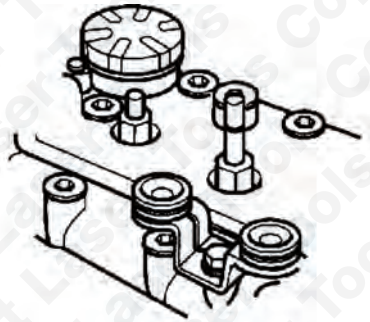




Ref	Code	Oem Code	Description
A	C254	1 860 992000	Piston Height Adaptor (2)
B	C255	1 860 985000	Camshaft Locking Tools (2)
C	C256	1 860 987000	Tension Adjustment Wrench

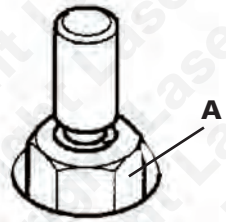
Instruction (DE)

Folgen Sie den Hersteller-genauen Angabe und entfernen Sie alle Teile sicher notwendig vorausgehend zum Benutzen der Werkzeuge.



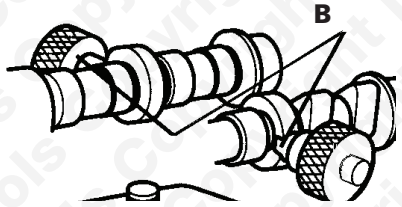
Schrauben Sie die Kolben-Höhe-Anschlußstücke in die Zündkerze-Häfen von Zylindern ein und zwei.

Drehen Sie die Kurbelwelle langsam bis die Kerben **(A)** auf dem Zentrum-Stab gleicht auf jedem Anschlußstück-Stiel an-sehen



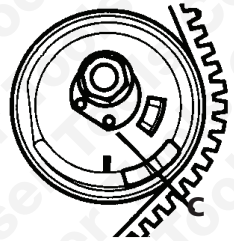
Achtung -die Dübel-Nadel auf der Kurbelwelle muß gegenüber dem Kurbelstellung-Sensor bleiben. Wenn notwendig wieder-geeignet die Kurbelwellenriemenscheibe.

Entfernen Sie die zwei blanking-Stecker von der Nockenwelle-Verkleidung und drücken Sie die Zentrum-Nadel des Nockenwelle-Werkzeuges in den Ausrichtung-Schlitz der Nockenwelle **(B)**.



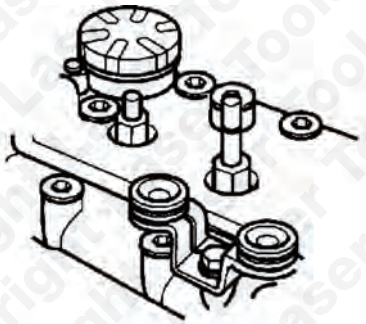
Secure in Stelle mit dem mit Gewinde versehene Knebel. Es ist vielleicht notwendig, die Werkzeuge zu entfernen und die Kurbelwelle korrekt eine Revolution bis die Werkzeuge zu drehen, stellen Sie ein-sehen

Nach Anprobe der zahnreimen neue, die Spannvorrichtung-Rolle muß zur maximalen Position gedreht werden, indem man den Schraubenschlüssel **(C)** benutzt.



Instruction (GB)

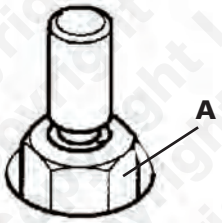
Follow the manufacturer's specifications and safely remove all the parts necessary prior to using the tools.



Screw the piston height adaptors into the spark-plug ports of cylinders one and two.

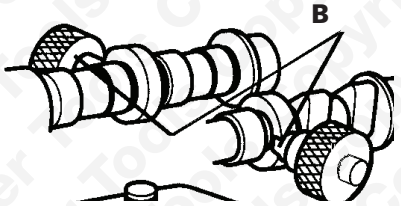
Slowly turn the crankshaft until the notches **(A)** on the centre rod aligns on each adaptor stem
Important- The dowel pin on the crankshaft must remain opposite the crankshaft position sensor.

If necessary re-fit the crankshaft pulley.

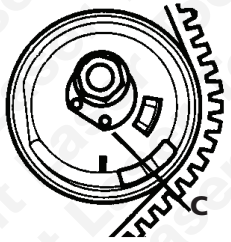


Remove the two blanking plugs from the camshaft casing and press the centre pin of the camshaft tool into the alignment slot of the camshaft **(B)**.

Secure in place with the threaded hand wheel. It may be necessary to remove the tools and turn the crankshaft one revolution until the tools correctly engage.

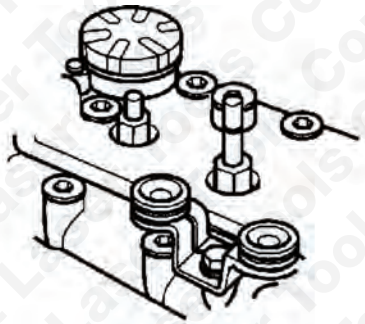


After fitting the new timing belt, the tensioner pulley must be turned to the maximum position by using the wrench **(C).**



Instruction (FR)

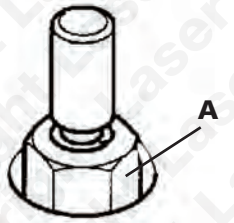
Suivre les spécifications du fabricant et enlever avec précaution toutes les pièces nécessaires avant d'utiliser les outils.



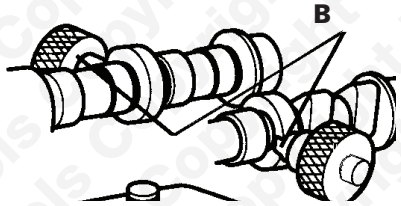
Visser les adaptateurs de hauteur de piston dans les orifices de bougie des cylindres un et deux.

Faire tourner lentement le vilebrequin jusqu'à ce que les fentes **(A)** sur la tige centrale s'alignent sur chaque tige d'adaptateur.

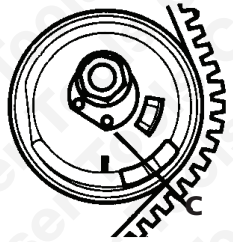
Important - La goupille sur le vilebrequin doit rester sur une position opposée à celle du capteur de position du vilebrequin. Si nécessaire, réinstaller la poulie du vilebrequin.



Enlever les deux obturateurs sur le carter d'arbre à came et enfoncer la goupille centrale de l'outil pour vilebrequin dans la fente alignée de l'arbre à came **(B).** Fixer en place à l'aide du volant fileté. Il peut être nécessaire d'enlever les outils et de faire tourner le vilebrequin d'une révolution jusqu'à ce que les outils s'engagent correctement.

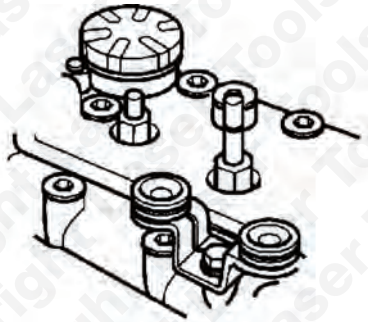


Après avoir installé la nouvelle courroie crantée, la poulie du tendeur doit être tournée sur la position maximum en utilisant la clé **(C)**



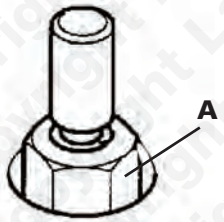
Instruction (ES)

Siga las especificaciones del fabricante y retire con seguridad todas las piezas necesarias antes de utilizar las herramientas.



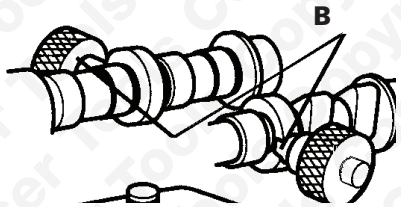
Atornille los adaptadores de altura del pistón en los puertos de bujías de los cilindros uno y dos.

Gire lentamente el cigüeñal hasta que las muescas **(A)** en la varilla central se alineen en cada vástago del adaptador

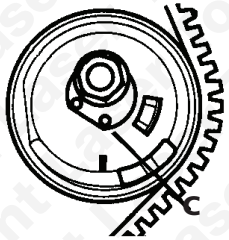


Importante- El pasador de espiga del cigüeñal debe permanecer en posición opuesta al sensor de posición del cigüeñal. Si es necesario, vuelva a montar la polea del cigüeñal.

Retire los dos tapones de obturación de la caja del eje de levas y presione el pasador central de la herramienta del eje de levas en la ranura de alineación del eje de levas **(B).** Fíjelo en su lugar con el volante roscado. Puede ser necesario retirar las herramientas y girar el cigüeñal una vuelta hasta que las herramientas se engranen correctamente.



Después de montar la nueva correa de sincronización, debe girarse la polea tensora hasta la posición máxima utilizando la llave **(C)**.



Applications

The application list for this product has been compiled cross referencing the OEM Tool Code with the Component Code.

In most cases the tools are specific to this type of engine and are necessary for Cam belt or chain maintenance.

If the engine has been identified as an interference engine valve to piston damage will occur if the engine is run with a broken Cam belt.

A compression check of all cylinders should be performed before removing the cylinder head.

Always consult a suitable work shop manual before attempting to change the Cam belt or Chain.

The use of these engine timing tools is purely down to the user's discretion and Tool Connection cannot be held responsible for any damage caused what so ever.

ALWAYS USE A REPUTABLE WORKSHOP MANUAL

Manufacturer	Model	Style	Engine Code	Year
Fiat	500	1.2	169A4.000	2007
	Brava	1.2	182B2.000 I 188A5.000	
	Bravo	1.2	182B2.000 I 188A5.000	1995-02
	Grande Punto	1.2	199A4.000	
	Idea	1.2	188A5.000	
	Idea	1.2 I 16V	188A5.000	
	Marea	1.2	182B2.000	
	Marea Weekend I Marengo	1.2	182B2.000	
	Palio Weekend	1.2 I 16V	188A5.000	
	Punto	1.2	176B9.000	1993-99
	Punto/Punto Classic	1.2 I 16V	188A5.000	1999
	Stilo	1.2	188A5.000	
Lancia	Ypsilon	1.2 I 16V	176B9.000 I 188A5.000	1996-03