

Warning

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

- If the engine has been identified as an Interference engine, damage to the engine will occur if the timing belt has been damaged. A compression check of all the cylinders should be taken before the cylinder head (s) are removed.
- Do not turn crankshaft or camshaft when the timing belt has been removed
- To make turning the engine easier, remove the spark plugs
- Observe all tightening torques
- Do not turn the engine using the camshaft or any other sprocket
- Disconnect the battery earth lead (Check Radio code is available)
- Do not use cleaning fluids on belts, sprockets or rollers
- Some toothed timing belts are not interchangeable. Check the replacement belt has the correct tooth profile
- Always mark the belt with the direction of running before removal
- Do not lever or force the belt onto its sprockets
- Check the ignition timing after the belt has been replaced.
- Do not use timing pins to lock the engine when slackening or tightening the crankshaft pulley bolts
- ALWAYS REFER TO A REPUTABLE MANUFACTURERS WORKSHOP MANUAL

Our products are designed to be used correctly and with care for the purpose for which they are intended. No liability is accepted by the Tool Connection for incorrect use of any of our products, and the Tool Connection cannot be held responsible for any damage to personnel, property or equipment when using the tools. Incorrect use will also invalidate the warranty.

If applicable, the applications database and any instructional information provided has been designed to offer general guidance for a particular tool's use and while all attention is given to the accuracy of the data no project should be attempted without referring first to the manufacturer's technical documentation (workshop or instruction manual) or the use of a recognised authority such as Autodata.

It is our policy to continually improve our products and thus we reserve the right to alter specifications and components without prior notice. It is the responsibility of the user to ensure the suitability of the tools and information prior to their use.



www.lasertools.co.uk



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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.

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LASER®

Part No. 3552

Diesel Fuel Pump Timing Kit

Universal use

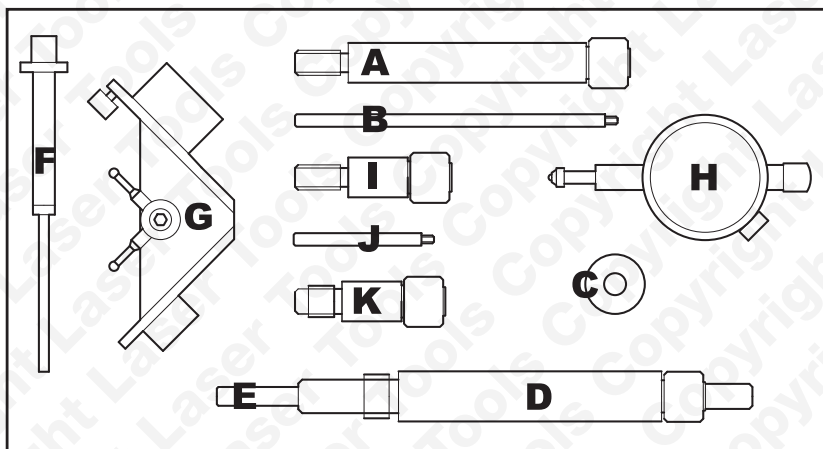


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Introduction

This tool kit is required to set up Bosch EP/VE Rotary, Nikki, Nippon Denso, CAV Rotodiesel injection pumps (top entry port) and the PSA XUD range of engines.

Plan Layout



| Ref | Code | Oem Code | Description |
|-----|------|---------------------|---|
| A | C456 | | Adaptor Assembly (Long M8) |
| B | C080 | | Extension, long 99mm |
| C | C081 | | Threaded M8-M12 Adaptor |
| D | C082 | | Piston Height Adaptor M14 |
| E | C457 | | Extension |
| F | C084 | 999-5382 999 5382 | Probe |
| G | C085 | 999-5382 999 5382 | DTi Mounting Bracket - CAV |
| H | C127 | KM 571A 3313 | Dial Test Indicator 41 Dia. x 8 x 0.01mm (2584) |
| I | C128 | | M8 Adaptor, short |
| J | C129 | | Extension, short 40.8mm |
| K | C130 | | M10 Adaptor, short |

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 | Engine Code |
|--------------|-------------|
| Alfa Romeo | ABHIJ |
| Audi | ABHIJK |
| Bedford | ABCH |
| BMW | ABHIJ |
| Citroën | DEFGHL |
| Dacia | FGHL |
| Daihatsu | ABHIJ |
| Fiat | ABFGHIJL |
| Ford | ABFGHIJKL |
| Isuzu | ABHIJ |
| Iveco | ABHIJ |
| Lancia | ABHIJ |
| Landrover | ABHIJ |
| Leyland/Daf | FGHL |
| Mazda | ABHIJ |
| Mitsubishi | ABHIJ |
| Nissan | ABHIJ |
| Opel | FGHL |
| Peugeot | DEFGHL |
| Renault | ABFGHIJKL |
| Rover | ABFGHIJL |
| Seat | ABHIJ |
| Volkswagen | ABHIJK |