

Part No. 5590

LASER[®]

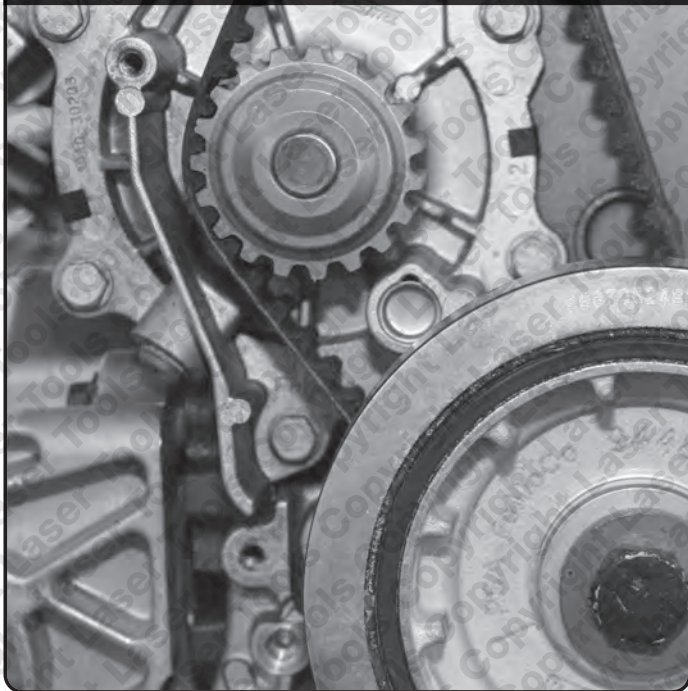
Instructions

Engine Timing Tool Kit

PSA 1.4



MADE IN
SHEFFIELD

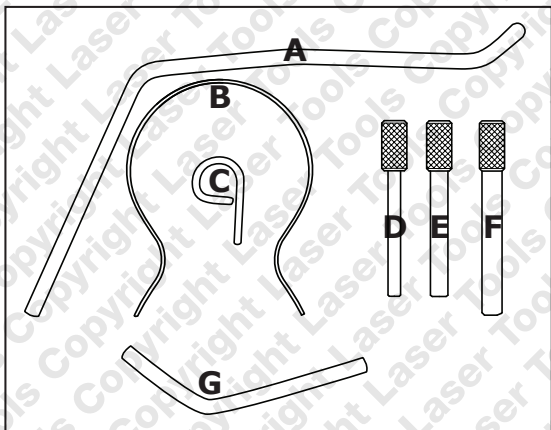


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Introduction

This kit has been developed to offer the required engine locking tools to fit the popular PSA 1.4 belt driven 16v and 8v petrol ET3 engines.

Components



Ref.	Code	OEM Ref.	Description
A	C560	4507-TA 0132QY	Flywheel timing pin. 6mm dia. Long
B	C121	4533-TAD, 0132-AK, 0188K, 0153AK, 0189K	Timing Belt Clip
C		3mm Pin	Tensioner pin
D	C089	0178D, 0194A, 0132AB, 4527-TS2, 5711-TD	Camshaft Locking Pin (Inlet 16v) 5mm dia
E	C101	4533-TAC1, 0132-AJ1, 0189B, 0187B, 0188M, 0194B	Camshaft Locking Pin (Exhaust 16v) 8mm dia
F	C039	0132RZ, 4507-TB	Camshaft Locking Pin (8 Valve Engine) 10mm dia
G	C038	4507-TA, 0132QY	Flywheel Locking Pin. 6mm dia. Short

Applications

Make, Model, Year			Engine Codes
Citroën	Berlingo	2001 - 2011	1.4
	C2	2003 - 2010	KFW (TU3A)
	C3	2002 - 2010	KFW (TU3JP/L4)
	C4	2004 - 2011	KFV (TU3A)
			KFV (TU3JP)
	Nemo	2008 - 2010	KFU (ET3J4)
	Saxo	2000 - 2003	1.4 16V
Peugeot	Xsara	2000 - 2004	KFU (ET3J4)
	106	2000 - 2003	1.4
	206	2005 - 2009	TU3A (KFW)
	207	2006 - 2011	TU3JP (KFW)
	306	2000 - 2002	TU3A (KFV)
	307	2001 - 2008	TU3JP (KFV)
	1007	2005 - 2010	1.4 16V
	Bipper	2008 - 2010	ET3J4 (KFU)
	Partner	2000 - 2011	

Always refer to the website for most up to date applications:
www.lasertools.co.uk/product/5590

Instructions

The following instructions are for guidance only. Please refer to OEM derived data such as the vehicle manufacturers' own data or Autodata.

The use of this engine timing tool kit is purely down to the user's discretion and The Tool Connection Ltd. cannot be held responsible for any damage caused whatsoever.



This kit has been developed to offer the required engine locking tools to fit the current generation of popular PSA 1.4 belt driven 16v and 8v petrol ET3 engines.

Preparation:

- Dependent on vehicle model be prepared to remove the following components to gain access to the timing belt area.
- Right hand front wheel and right hand inner wheel arch.
- Engine bay bottom and top splash guards.
- Auxiliary drive belts and components as required for access.
- Crankshaft pulley and timing belt covers.
- With some applications removal of the oil filter is required to ease access.
- Right hand (cam belt end) engine mounting

Instructions

Component Descriptions

Components A

- Flywheel Locking Tool

This tool is used to lock the flywheel in its timed position.

It fits to the rear of the oil filter area and is where access does not permit component (G) to be used.

Components B

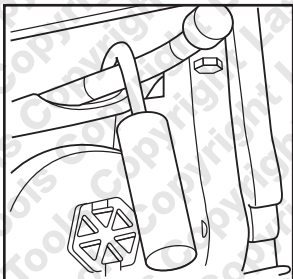
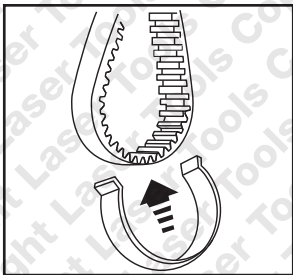
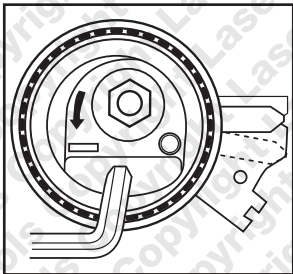
- Timing Belt Clip

Used to hold the new belt in place whilst fitting the belt around the camshaft pulleys.

Components C

- Tensioner Locking Pin

Used to lock the tensioner in its retracted position as shown.

A**B****C**

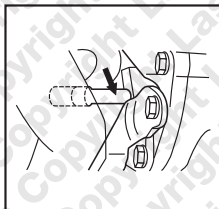
Instructions - Checking The Timing

Components D

Inlet Camshaft Locking Pin (16v)

Used to lock the inlet cam pulley in its timed position on the 16v engines.

D

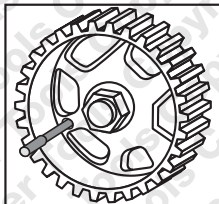


Components E

Exhaust Camshaft Locking Pin (16v)

Used to lock the exhaust cam pulley in its timed position on 16v engines.

E

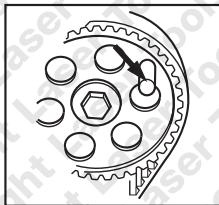


Component F

- Camshaft Locking Pin (8v)

Used to lock the camshaft in its timed position on the 8v engines.

F

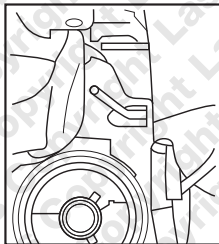


Component G

- Flywheel Locking Tool

Used to lock the Flywheel in its timed position. Where access is poor use component A

G



Safety Warnings - please read

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.

- 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/chain has been removed.
- To make turning the engine easier, remove the spark plugs/glow plugs or injectors.
- 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.
- 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.



Safety First. Be Protected.

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.



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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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