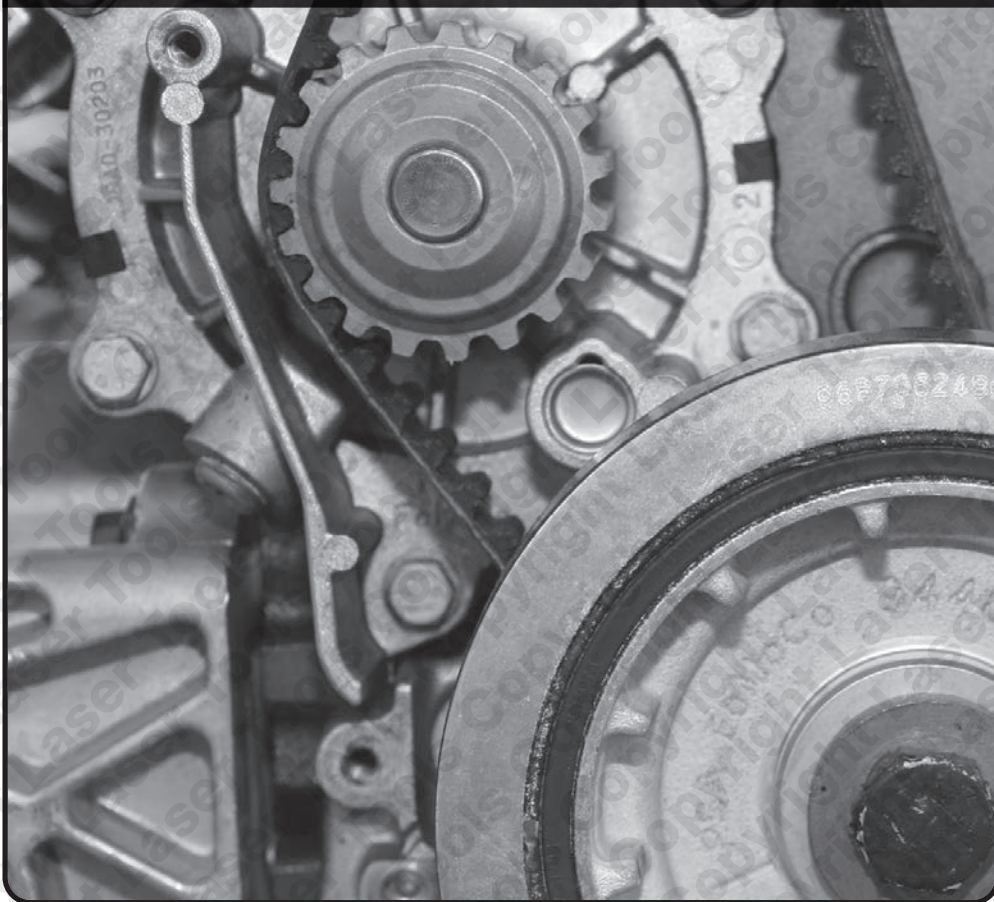


# LASER<sup>®</sup>

Part No. 3472

## Instructions

### Engine Timing Tool Set - for VAG

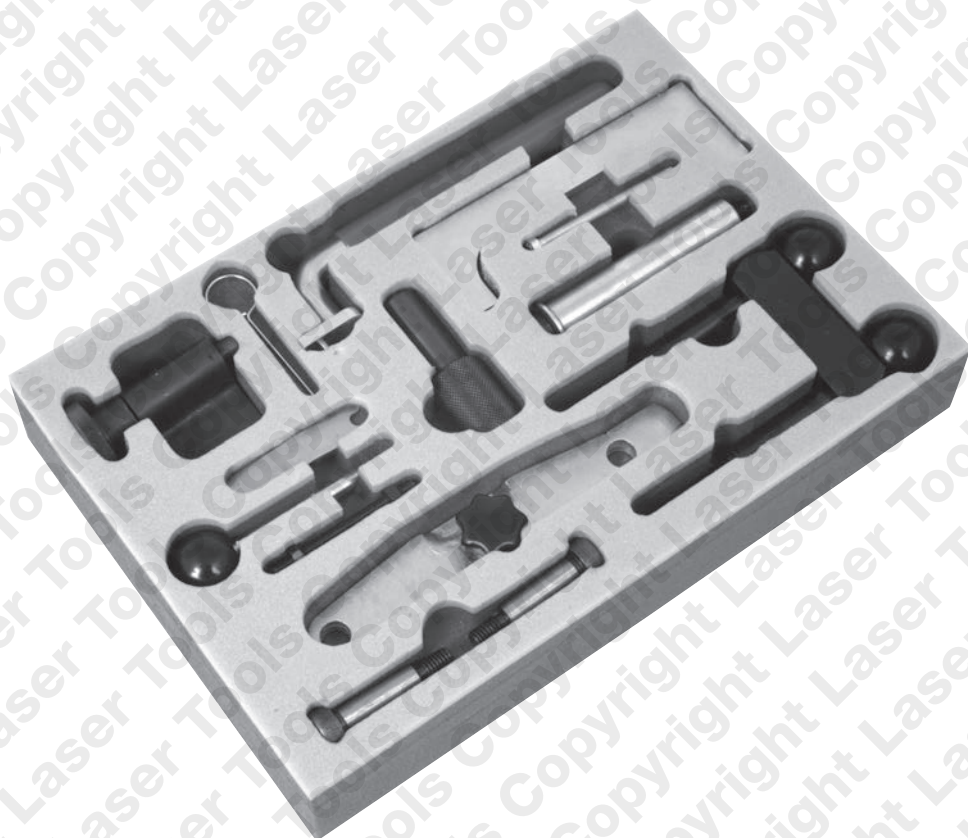


*Please refer to [www.lasertools.co.uk/toolpoint](http://www.lasertools.co.uk/toolpoint)  
to check the most up to date product applications.*

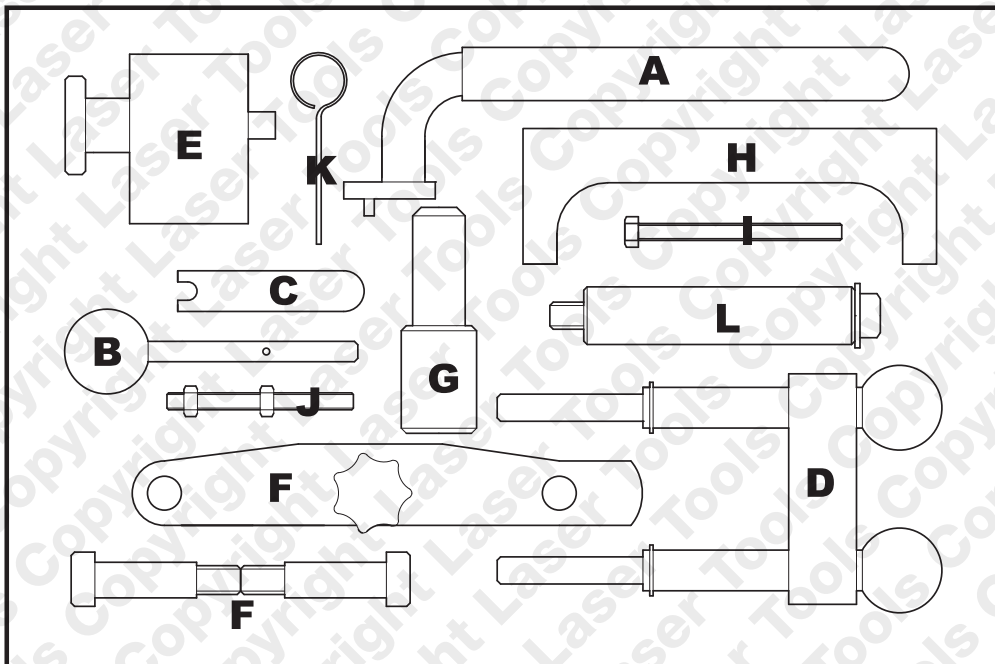
**[www.lasertools.co.uk](http://www.lasertools.co.uk)**

## Introduction

Essential tools for VAG petrol and diesel engines, from 1996 onwards. The kit also includes tools suitable for older models with 1.9 diesel engines. Set includes crankshaft pulley locking tools for round (T10050) sprockets at 12 o'clock position.



## Components



Ref.	Code	OEM Ref	Description
A	C203	3387   V.159   T 10020   U-30009	Tension Wrench
B	C216	3359   T20102   U-40074	Injection Pump Pulley Timing Pin
C	C095	T10008   310-084   (23-058)	Tensioner Locking Tool
D	C096	T10016	Camshaft Locking Tool
E	C157	T10050   310-085   (23-059)	Camshaft Locking Tool
F	C162	3418   T20038	Camshaft Setting Bracket
G	C061	2064   U-20003	Injection Pump Pulley Timing Pin
H	C070	2065A   U-40021	Camshaft Setting Bracket
I	C158		Setscrew M5 x 55mm
J	C159	T20046	Stud and Nut
K	C284	T20046	Camshaft Tensioner Pin
L	C161	3369	Support Guides

# Applications

Make, Model, Year			Engine Codes		
Audi	80	1982 - 1996	<b>1,2 TDI PD</b>	<b>1,6 D/ Turbo</b>	<b>1,9 TDI / TDI PD</b>
	90	1986 - 1991	ANY	1V	AGR
	100	1978 - 1994	AYZ	CR	AHF
	200	1982 - 2001	<b>1,4</b>	CS	AJM
	A2	2000 - 2006	AFK	CY	ALH
	A3	1993 - 2010	AHW	JK	ANU
	A4/ quattro	1994 - 2008	AKQ	JP	ARL
	A6/ quattro	1994 - 2002	APE	JR	ASV
	Cabriolet	1995 - 2000	AQQ	JX	ASZ
Seat	Alhambra	1996 - 2010	ARR	ME	ATD
	Altea/Altea XL	2004 - 2013	AUA	RA	ATJ
	Arosa	1999 - 2005	AUB	SB	AUY
	Cordoba	1993 - 2009	AXP	<b>1,7 SDI</b>	AVB
	Exeo	2009 - 2010	BBY	AKW	AVF
	Fabia	1999 - 2007	BBZ	AHB	AWX
	Ibiza	1993 - 2015	BCA	AHG	AXR
	Inca	1996 - 2004	BKY	AKU	BSW
	Leon	1999 - 2013	BUD	KY	BTB
	Octavia	1997 - 2012	BOX	<b>1,9 D/ Turbo</b>	BVK
	Toledo	1994 - 2009	CGGA	1Y	<b>2,0</b>
			CGGB	1Z	AEG
Skoda	Fabia	1999 - 2015	CMAA	AAZ	APK
	Octavia	1997 - 2013	<b>1,4 TDI PD</b>	AFF	AQY
	Praktik	2007 - 2015	AMF	AFN	ATM
	Roomster	2006 - 2015	ATL	AHH	AXA
	Superb	2001 - 2008	BHC	AHU	AZH
				AVG	AZJ
Volkswagen	Beetle	1998 - 2011	<b>1,6</b>	<b>1,9 SDI</b>	AZM
	Bora	1998 - 2005	AEH	AGP	BBX
	Caddy	1980 - 2015	AHL	AQM	BEH
	Fox	2005 - 2007	AJV	ASY	BSX
	Golf	1980 - 2013	AKL	AYQ	<b>2,0 D/ Turbo</b>
	Jetta I/II	1980 - 1992	ALZ	<b>1,9 SDI/ TDI</b>	CN
	Jetta	2004 - 2017	ANA	1X	DE
	LT	1982 - 1996	APF	1Y	NC
	Lupo	1998 - 2005	ARC	1Z	<b>2,4 D</b>
	Passat	1980 - 2010	ARM	AAZ	3D
	Polo	1995 - 2014	ATN	ABL	AAS
	Santana	1980 - 1988	AUR	AEF	1G
	Sharan	1995 - 2010	AUS	AEY	1S
	Touran	2003 - 2010	AVU	AFN	AAB
	Transporter T3/T4	1981 - 2003	AVY	AGD	ACL
	Transporter T5	2003 - 2015	AWH	AHH	ACT
	Vento	1991 - 1998	AYD	AHU	AJA
			AZD	ALE	DV
			BAD	ASX	DW
			BCB	AVG	
			BFQ		
			BFS		
			BGU		
			BSE		
			BSF		
			CCSA		
			CHGA		
			CMXA		



# Instructions

**Tension Wrench** This wrench is used when fitting timing belts, and is necessary for holding and positioning the belt tensioner pulley in alignment whilst the centre nut is tightened.

**Injection Pump Pulley Locking Pin** is used to lock the timing position of the camshaft to the injection pump and is for two-part sprockets which are retained by three bolts. The pin is specially hollowed to prevent fuel pushing the pin back out.

**Tensioner Locking Tool** is inserted into the automatic tensioner unit after the tension has been released but before the timing belt is removed.

This tool is left in place until the tension has been re-set after fitting the new belt.

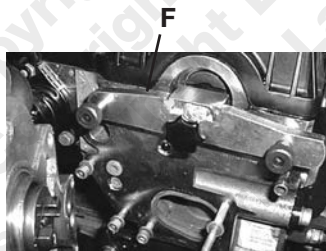
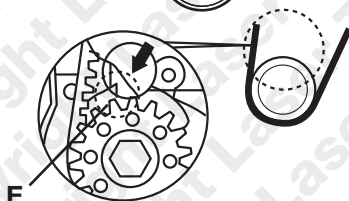
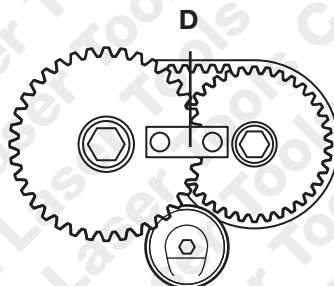
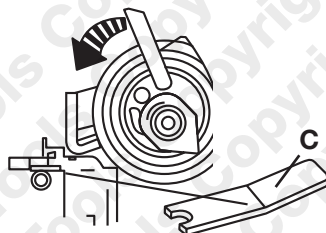
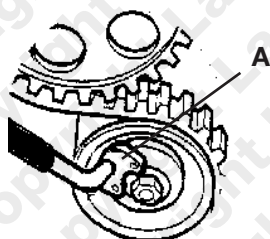
**Camshaft Locking Tool** is fitted through the two camshaft sprockets and located in the cylinder head to set the correct timing before the timing belt and /or exhaust camshaft belt is removed.

**Crankshaft Locking Tool** is used to set the crankshaft timing position during both removal and replacement of the timing belt. The crankshaft is first turned to TDC on N0.1 cylinder, checking the timing marks on the camshaft sprocket hubs are aligned.

Slide the crankshaft locking tool into position ensuring that the triangular mark/ arrow on the tool (positioned on the left behind the handle) aligns with the timing mark on the crankshaft sprocket.

**Camshaft Setting Bracket** enables the correct engine timing to be conducted following the simple removal of the vacuum pump and saves time and expense because it is not necessary to remove the camshaft cover and gasket.

When the timing belt has broken or has been removed this tool can be used with an open-ended spanner to turn the camshaft to the correct timing position. Then the two Dowel Screws are attached to enable correct alignment.

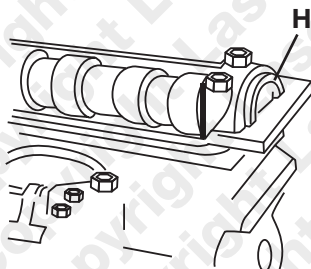


# Instructions

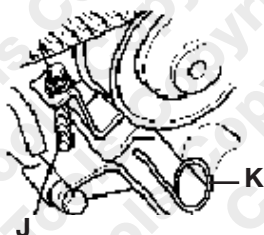
**Camshaft Setting Bracket** is used to set the correct timing position of the camshaft.

The centre part of the bracket fits into the slotted end of the camshaft.

The ends of the bracket locate on the cylinder head. The correct alignment is achieved by placing equal thickness of shim/feeler gauge between both ends of the bracket and the cylinder head.

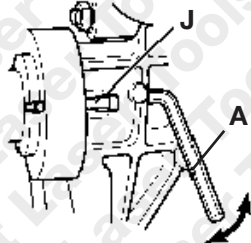


**M5 x 55mm. Stud and Nut** Is used to apply pressure to the tensioner plunger to release the tension from the timing belt.

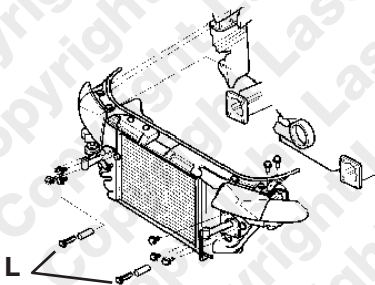


## Camshaft Tensioner Pin.

This is used in conjunction with the above Stud and Nut and locks the tensioner adjuster in the retracted position to permit the old timing belt to be removed and the new timing belt to be fitted.



**M5 x 60mm. Setscrew** is used to lock the viscous fan coupling whilst it is being un-screwed, using a suitable hexagon key.



**Support Guides.** Some cars require the front panel to be moved forward to enable access to the engine.



## Safety Warnings - 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/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.

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