

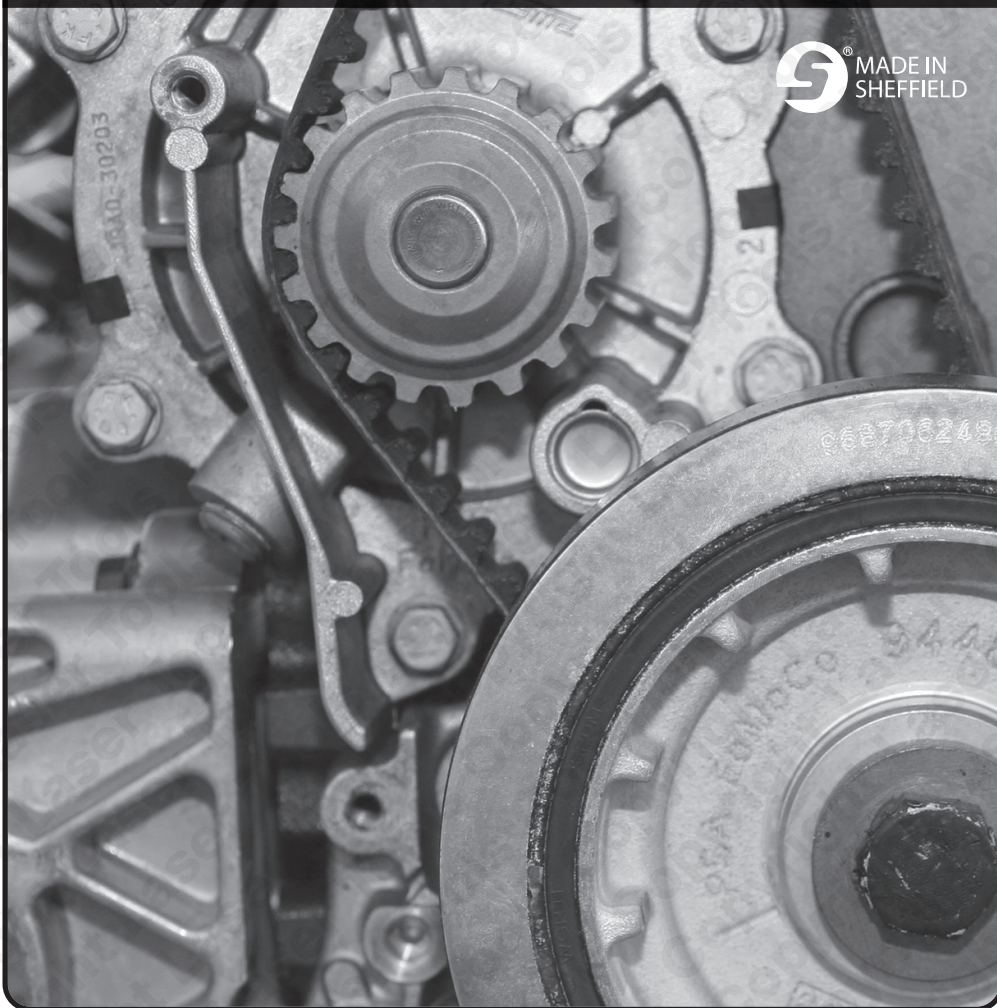
# LASER<sup>®</sup>

Part No. 8570

## Instructions

### Engine Timing Master Kit

PSA 1.0, 1.2 EB2 Petrol



 **MADE IN  
SHEFFIELD**

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## Introduction

- This kit brings together early and late tools for the EB0 & EB2 wet belted engines from the PSA group in to one complete kit.
- The kit includes all the tools that allow the most cost effective method of timing these engines depending on the cam cover fitted. Early EB2 engines have a one piece cam cover that must be removed to access the cams where later engines have a split plastic cam cover allowing a simpler method of timing to be used. The kit provides the tools do the job in both ways allowing significant time saving to be made on the later engines.
  - Note: tool also available in separate kits – see Laser Part Nos. 6200, 8352 & 8207 for further details.
  - Applications found across the Citroën, DS, Peugeot & Vauxhall/Opel ranges.
  - Engine applications include: OB0 & EB2 engines (both 1.0L & 1.2L engines), please see full applications list in downloads.
  - Includes the Laser 8207 timing belt checking tool. To refit the water pump belt use stretchy belt installation tool - Laser 7595.
  - Equivalent to OEM 0109 2A, EN-52127-1, 0109-2B, 0197-N, EN-52127-2, J-0109-2C & J-0109-2D.

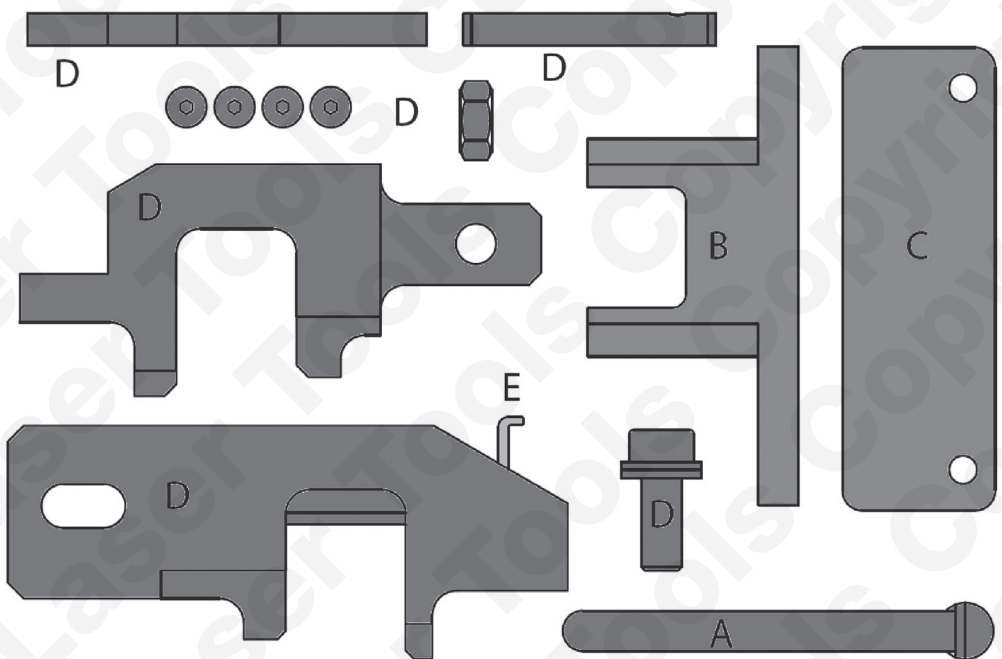
**Use in accordance with OEM instructions.**

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.



## Components



| Ref. | Comp. Code | OEM Ref.  |               | Description                  |
|------|------------|-----------|---------------|------------------------------|
|      |            | PSA       | Vauxhall/Opel |                              |
| A    | C662       | 0109-2B   | EN-52127-2    | Flywheel Locking Tool        |
| B    | C994       | J-0109-2C | N/A           | Inlet Camshaft Timing Tool   |
| C    | C995       | J-0109-2D |               | Exhaust Camshaft Timing Tool |
| D    | C661       | 0109-2A21 | EN-52127-1    | Camshaft Setting Tool        |
| E    | C982       | G-0109-6  | N/A           | Cambelt Checking Tool        |

## Applications

| Manufacturer  | Model                            | Year         |
|---------------|----------------------------------|--------------|
| Citroën       | Berlingo                         | 2014 on      |
|               | C1 II                            | 2014 to 2018 |
|               | C3/Picasso                       | 2012 to 2017 |
|               | C3/Aircross                      | 2016 on      |
|               | C4/Cactus                        | 2014 on      |
|               | C4 Picasso/Grand Picasso II      | 2015 to 2018 |
|               | C4 SpaceTourer/Grand SpaceTourer | 2018 on      |
|               | C5 Aircross                      | 2019 on      |
|               | C-Elysee                         | 2012 to 2020 |
|               | DS3/DS3 Cabrio                   | 2013 to 2015 |
|               | DS4                              | 2014 to 2015 |
| Peugeot       | 108                              | 2014 to 2018 |
|               | 208                              | 2012 on      |
|               | 301                              | 2012 to 2020 |
|               | 308                              | 2013 to 2021 |
|               | 508                              | 2019 on      |
|               | 2008                             | 2013 on      |
|               | 3008                             | 2014 on      |
|               | 5008                             | 2014 on      |
|               | Partner                          | 2014 on      |
|               | Rifter                           | 2018 on      |
| DS            | DS 3/Crossback                   | 2015 on      |
|               | DS 4/Crossback                   | 2015 to 2019 |
|               | DS 7/Crossback                   | 2018 to 2022 |
| Toyota        | Aygo                             | 2015 to 2018 |
| Vauxhall/Opel | Combo-E                          | 2018 on      |
|               | Corsa-F                          | 2019 on      |
|               | Crossland X                      | 2017 on      |
|               | Grandland X                      | 2017 on      |

Always refer to the website for most up to date applications:  
[www.lasertools.co.uk/product/8570](http://www.lasertools.co.uk/product/8570)

## Applications - Engine Codes

| Engine Codes            |  |  |
|-------------------------|--|--|
| 1.0L Non-turbo          | 1.2L Non-turbo   | 1.2L Turbo   |
| ZMZ (EB0)<br>ZMZ (EB0F) | HMH (EB2FAD)<br>HMM (EB2FAD)<br>HMP (EB2FB)<br>HMR (EB2FA)<br>HMT (EB2)<br>HMT (EB2F)<br>HMU (EB2D)<br>HMU (EB2FD)<br>HMY (EB2M)<br>HMW (EB2)<br>HMX (EB2F)<br>HMY (EB2M)<br>HMZ (EB2)<br>HMZ (EB2F) | HNK (EB2ADT)<br>HNK (EB2ADTD)<br>HNN (EB2ADTX)<br>HNP (EB2ADT)<br>HNS (EB2ADTS)<br>HNV (EB2DT)<br>HNV (EB2DTM)<br>HNW (EB2DTSM)<br>HNX (EB2DT)<br>HNX (EB2DTSD)<br>HNY (EB2DTS)<br>HNZ (EB2DT) |
| 1PP (HM01)              |  |  |
|                         | B12XE (EB2F)<br>D12XE (EB2FA)<br>F12XE (EB2FA)<br>HMH/EB2FAD   | B12XHL (EB2DT)<br>B12XHT (EB2DTS)<br>D12XHL (EB2ADT)<br>D12XHT (EB2ADTS)<br>F12XHT (EB2ADTS)<br>HNK/EB2ADTD<br>HNS/EB2ADTS   |



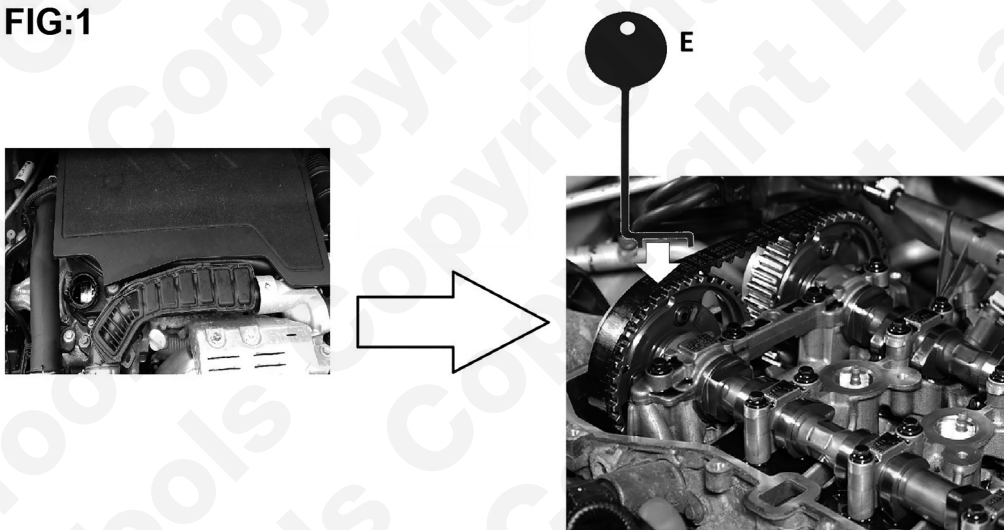
## Instructions

### Component Descriptions:

#### Component E = Cambelt checking tool (for non-turbo engines)

It is possible to check the cambelt condition by checking it for swell. This can be done easily without dismantling the engine. Using component **E** through the oil filler cap opening it is possible to confirm if the belt has swollen or not. If the checking gauge (**E**) does not fit on the belt it indicates the belt has swollen and must be replaced (see Figure 1). It is also advisable to remove the engine sump and clean out the oil pickup.

FIG:1



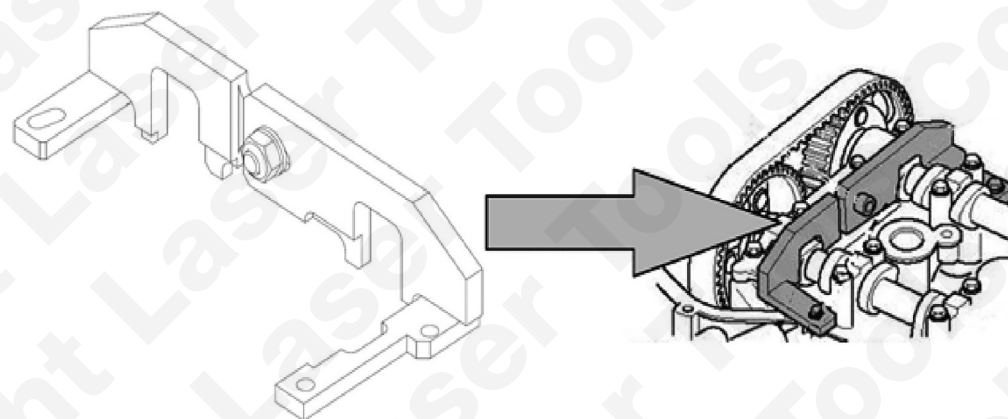
## Instructions

**NOTE:** When working on earlier engines that do not have a split plastic cam cover use camshaft setting tool (**D**) to clamp the camshafts in place as shown in Figure 2.

#### Component D = Camshaft Setting Tool Assembly

Assemble the camshaft setting tool and fit on the camshafts as shown in Figure 2.

FIG:2



## Instructions

**NOTE:** When working on an engine with a split cam cover (turbo engines) as shown in Figure 3, use camshaft alignment tools (B) and (C) as shown in Figures 4 and 5.

FIG:3



## Instructions

FIG:4

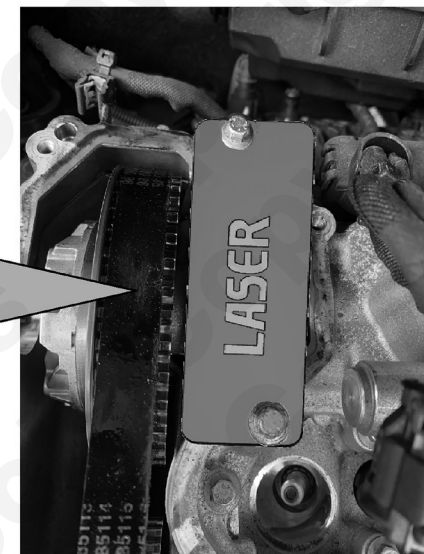
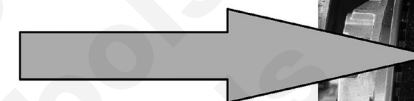
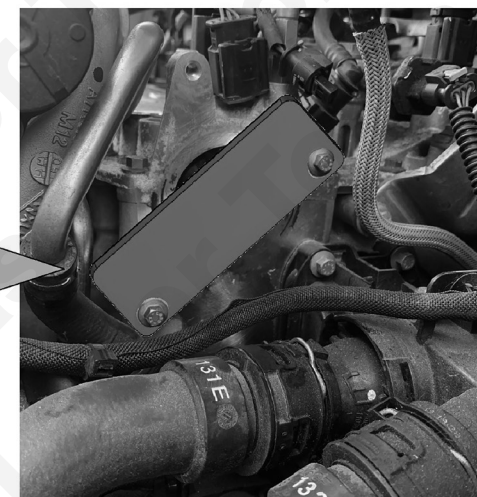
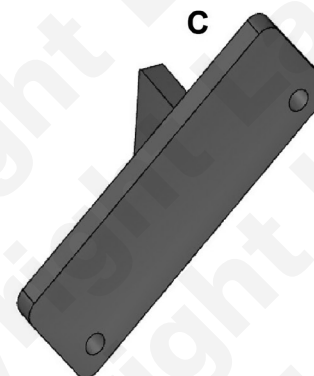


FIG:5



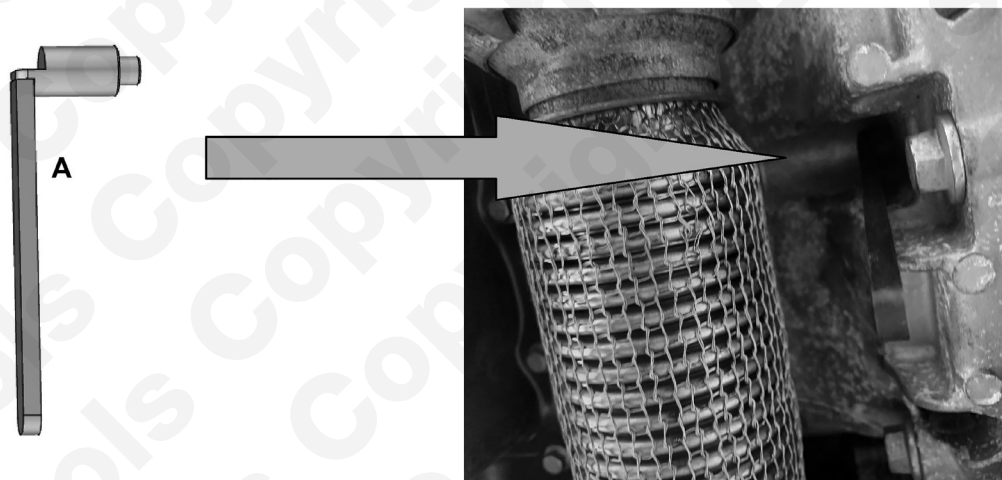
## Instructions

**To fit component C the brake vacuum pump must be removed.**

**Component A = Flywheel Alignment Tool**

Insert in to flywheel as shown in Figure 6.

**FIG:6**



## 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.



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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.

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**Safety First. Be Protected.**



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