

TIMING TOOL SET FOR 1.6/2.0/2.3 DCI/CDTI RENAULT/NISSAN



Information

- Timing tool kit for:

Renault 1.6/2.0DCI chain drive diesel engines fitted to the Megane, Vel Satis, Espace, Scenic, Trafic Laguna, Koleos, and engine code M9R.

- Suitable for Setting & Locking:

1.6 & 2.0 & 2.3 DCi/CDTi chain drive engines fit in Renault, Nissan & Vauxhall/Opel models with M9R/M9T engine code.

A: Camshaft setting tool[2.0L&2.3L]/L: 39.5 Ø14

B: Camshaft setting tool[1.6L]/L: 35.5 Ø12

C: Spacer set[2.0/2.3 engines]/L: 29 Ø12

D: Spacer set[1.6 engines]/L: 24 Ø12

Precautions

Always wear safety gear.

Working in a clean and safe environment.

This task should be carried out by trained personnel.

Make sure to consult manufacturers manual.

Do NOT use with air tools.

Features

ENGINE CODE

1.6: 626,951,LWU/R9M,LWX/R9M,LWY/R9M,LWZ/R9M,R9M,R9M 402,R9M 404,R9M 408,R9M 409,R9M 410,R9M 413,R9M 450,R9M 452

2.0: M9R,M9R 610,M9R 613,M9R 615,M9R 630,M9R 692,M9R 700,M9R 721,M9R 722,M9R 724,M9R 740,M9R 742,M9R 744,M9R 746,M9R 748,M9R 754,M9R 756,M9R 760,M9R 761,M9R 762,M9R 763,M9R 780,M9R 782,M9R 784,M9R 786,M9R 788,M9R 800,M9R 802,M9R 803,M9R 804,M9R 805,M9R 806,M9R 808,M9R 809, M9R 811,M9R 812,M9R 814,M9R 815,M9R 816,M9R 817,M9R 820,M9R 824,M9R 828,M9R 830,M9R 832,M9R 833,M9R 834,M9R 835,M9R 836,M9R 838,M9R 839,M9R 844,M9R 845,M9R 846,M9R 849,M9R 854,M9R 855,M9R 856,M9R 857,M9R 858,M9R 859,M9R 865,M9R 866

2.3: L0B/M9T,L0C/M9T,L2U/M9T,L0D/M9T,LP6/M9T,LW7/M9T,LWJ/M9T,LWK/M9T,LWL/M9T,M9T 670,M9T 672,M9T 676,M9T 678,M9T 680,M9T 686,M9T 690,M9T 692,M9T 694,M9T 696,M9T 698,M9T 700,M9T 702,M9T 706,M9T 708,M9T 870,M9T 880,M9T 890,M9T 896,M9T 898

OEM No.	Description
09953-05010	2.96mm Chain Tensioner Locking Pin
MOT 1770 KM 956-1 EN-48334	Crankshaft Pulley Holding Tool
MOT 1769,(2.0/2.3) MOT 1969 (1,6L) EN48332	Camshaft Alignment Tool + BOLT Use with (I) for 1.6L engines (R9M) Use with (J) for 2.0L/2.3L engines M9R/M9T
MOT 1773	Camshaft gear Alignment Tool
KM 6130	Auxiliary Tensioner Tool
MOT 1766 EN48330	Crankshaft Locking Pin 2.0L/2.3L
MOT 1970	Crankshaft Locking Pin 1.6L
	Hex Key (for use with D)
MOT 1969	For 1.6L engines (R9M)
MOT 1769	For 2.0L/2.3L engines (M9R/M9T)

Manufacturer	Model	Type	Year
Mercedes-Benz	C-Class	C180 BlueTec	2014 TO 2015
Nissan	Primastar	dCi	2006 TO 2015
	Qashqai/+2	CDTi	2007 TO 2014
	X-Trail		2007 TO 2014
	NV400		2011 TO 2016
	Qashqai		2014 TO 2016
	X-Trail		2014 TO 2016
Vauxhall/Opel	Vivaro-A	CDTi	2006 TO 2014
	Movano-B	CDTi	2010 TO 2016
	Vivaro-B	Bi-CDTi	2014 TO 2016
Renault	Espace IV	dCi	2006 TO 2015
	Grand Espace IV	GT dCi	2006 TO 2015
	Koleos	dCi 175	2008 TO 2015
	Laguna II		2005 TO 2007
	Laguna III		2007 TO 2015
	Latitude		2010 TO 2015
	Megane II		2006 TO 2010
	Megane III		2009 TO 2015
	Scenic II		2006 TO 2009
	Grand Scenic II		2006 TO 2009
	Scenic III		2009 TO 2015
	Grand Scenic III		2009 TO 2015
	Trafic II		2006 TO 2015
	Master III		2010 TO 2016
	Espace V		2015 TO 2016
	Fluence		2013 TO 2015
	Megane III		2012 TO 2016
	Trafic III		2014 TO 2016

The Renault DCi 2.0, 1.6 & 2.3 engine has a chain drive between the Crankshaft and Exhaust Camshaft.

The drive for the Inlet Camshaft is next to the gears from the Exhaust Camshaft.

These engines have a split Inlet Camshaft Gear which has its two parts.

Spring loaded apart to help keep the gear drive less noisy and remove any back lash.

For setting the timing correctly the Inlet Camshaft Gear must first be removed from the engine and the two halves aligned using an Inlet Camshaft Alignment Tool.

This set includes a vice mounted Inlet Gear Alignment Tool for this.

Cam Chain Tensioner Locking Pin: For keeping the tensioner in its locked retracted placement.

Crankshaft Pulley Holding Tool: For keeping the crank pulley steady with ratchet/bar whilst dealing with loosening/tightening the pulley fixing.

Camshaft Setting plate: Used to set both camshafts in place.

Camshaft Gear Alignment Tool: For aligning the 2 halves of the inlet cam gear with the gear removed from the engine.

b) Place the gear alignment tool in a vice, then place the cam gear on whilst held in place.

c) Align the 2 halves of the cam gear together and insert locking pin to keep its position.

Auxiliary Belt Tensioner Locking Pin: For locking the auxiliary belt tensioner in its position.

Crankshaft Locking Pin: For M9R 2.0 DCi engines set the engine to TDC For 2.0 and 2.3lt DCi engines.

Used for keeping the crankshaft in its timed position.

Do not use Crankshaft Locking Pin 2.0L/2.3L to hold the crankshaft whilst loosening or tightening the crankshaft pulley fixing.

Crankshaft Pulley Holding Tool should be used instead.

Ensure the crankshaft timing marks are aligned and Crankshaft Locking Pin 2.0L/2.3L is fitted properly.

Once fitted turn the crankshaft anti-clockwise till it locks against component the locking pin 2.0/2.3L

Crankshaft Locking Pin: For later M9T 2.0 and R9M 1.6 DCi engines set the engine to TDC.

Warranty

If you are unsure on how to use the item please contact us. If it were to fail due to a manufacturing fault or poor workmanship we will repair or replace it. Please contact your local dealer in the event you need to send the item back. You can also make a repair/replacement request on our website and download & complete the form online. Normal wear and tear along with misuse will void any warranty. Consumables are not covered under warranty.

www.welzh.com

Limited **12 month** warranty



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