
Engine Timing Tool Kit
Petrol 1.2 GDI PureTech EB2 - PSA - DS - Opel/Vauxhall



Information

- Applications:

Citroen: 1.2 GDI PureTech, Berlingo IV, C3 Aircross, C3 IV, C4 Cactus, C4 III, C4 Space Tourer/Grand Space Tourer, C5 Aircross.

Peugeot: 1.2 GDI PureTech, 2008, 208, 3008, 308, 5008, 508, Partner IV, Rifter.

Vauxhall/Opel: 1.2 Turbo, Combo-E [X19][18-], Combo-E Life [X19][18-], Crossland X [P17][17-], Grandland X [A18][17-].

ENGINE CODES: D12XHL, D12XHT, EB2ADT, EB2ADT (HNP), EB2ADT/LES, EB2ADT/LES/D12XHL, EB2ADTD, EB2ADTD (HNK), EB2ADTS, EB2ADTS (HNS), EB2ADTS/LEG, EB2ADTS/LES, EB2ADTS/LES/D12XHT, EB2ADTX, EB2ADTX (HNN), EB2DT (HNZ), EB2DTS (HNY), F12XHT.

OEM TOOLS INCLUDED: 0109-2B, 0109-2C, 0109-2D, 0109-6, 0197-N, EN-52127-2.

Precautions

Always wear safety gear.

Working in a clean and safe environment.

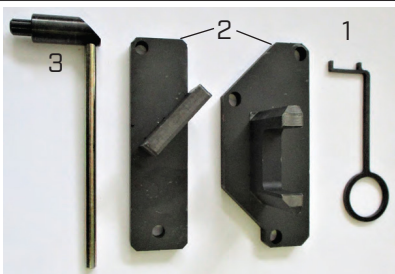
This task should be carried out by trained personnel.

Make sure to consult manufacturers manual.

Do NOT use with air tools.

Information

	Description
1	Timing Belt Test Gauge
2	Crankshaft Locking Tool Set
3	Camshaft Locking Pin



Instructions

The timing belt may absorb oil from the engine, causing it to expand & weaken.
Step 1: Remove the oil filler cap – place the Timing Belt Test Gauge (1) over the timing belt to check whether the belt is within the acceptable limit for oil absorption or should be replaced.

IMPORTANT: If the belt passes between the jaws of the gauge the belt condition is within the acceptable limit for oil absorption. If the belt cannot be located within the jaws of the tool it has become bloated with oil and must be replaced.

Step 2: Remove the cylinder head upper cover. Rotate the crankshaft in the normal direction of rotation until the 3 flat sides of the camshaft location faces are uppermost.

Step 3: Fit Inlet Camshaft Locking Tool (2). Ensure it sits completely flat onto the cylinder head lower camshaft cover.

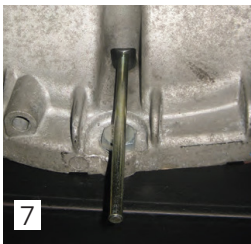
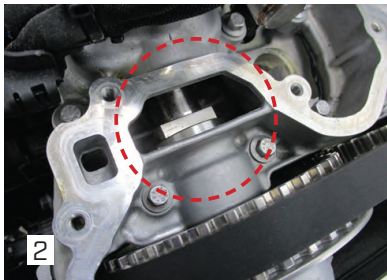
Step 4: Secure the Inlet Camshaft Locking Tool (2) in position by using 3 of the upper cylinder head cover bolts.

Step 5: Remove the vacuum pump from the rear of the exhaust camshaft. Fit Exhaust Camshaft Locking Tool (2) into the vacuum pump drive slot ensuring it sits flat against the cylinder head.

Step 6: Ensure the bolt holes of the Exhaust Camshaft Locking Tool (2) are in line with the corresponding vacuum pump mounting holes. Secure the Exhaust Camshaft Locking Tool (2) into position using 2 of the cylinder head cover bolts.

Step 7: Fit the Crankshaft Locking Pin (3) through the hole in the bottom of the bell housing to peg the engine flywheel.

IMPORTANT: In a case where the Inlet Camshaft Locking Tool, the Exhaust Camshaft Locking Tool & the Crankshaft Timing Peg cannot not be correctly installed simultaneously, it should be concluded that the engine timing is incorrect as a direct result of a damaged or failing timing belt which must be replaced.



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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