



TIMING TOOL PSA 1.2 GDI PURETECH

Manual

94313335



PICHLER
tools since 1978.

SAFETY NOTICE

To understand the functioning of the tools, is it necessary to read the manual first!

- > Read these instructions before assembling, during installation and throughout use and in the proper sequence
- > Always refer to the OEM manufacturer's instructions and service manuals for the latest data and to maintain the correct sequence
- > These work instructions and the recommended tools are meant to serve as aides only and are by no means a guarantee for certain results.
- > This tool kit is a special collection and it has been tested and used successfully on several occasions. It is of the utmost importance to maintain the correct procedure as per the instructions
- > The use of the tools should only be carried out by qualified personnel!



ATTENTION

Special caution



CORRECT



LIGHT BULB

Hint or recommendation



WRONG



SAFETY GOGGLES

Wearing safety goggles
necessary

APPLICATIONS

CITROEN:

Berlingo IV C3 Aircross
C3 IV C4 Cactus
C4 SpaceTourer C4 Grand SpaceTourer
C5 Aircross

DS:

DS3 II DS3 Crossback
DS7 Crossback

OPEL / VAUXHALL:

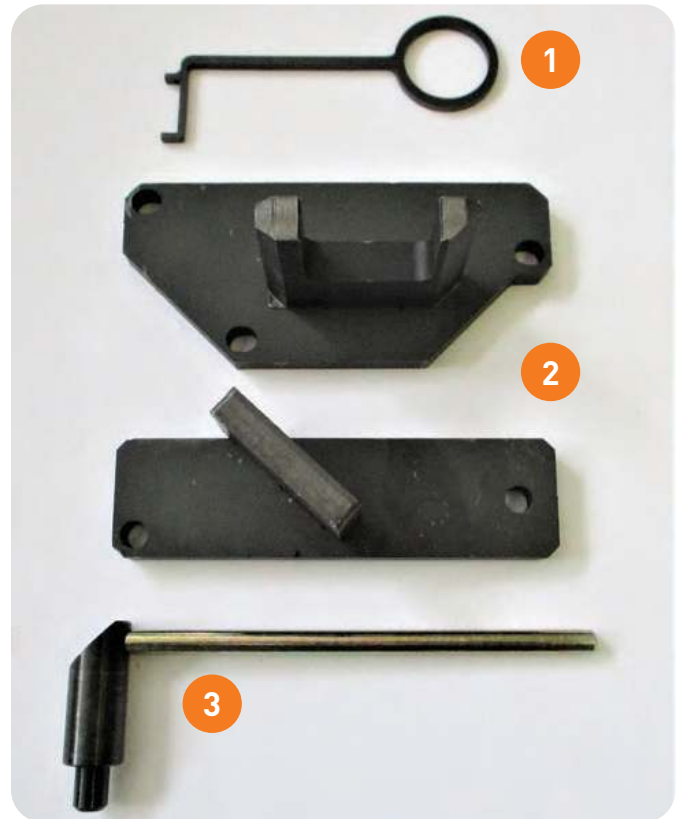
Combo-E Combo-E Life
Corsa-F Crossland X
Grandland X

PEUGEOT:

08 2008
308 3008
508 5008
Partner IV Rifter

Engine Codes:

D12XHT EB2ADT
EB2ADTD EB2ADTS
EB2ADTX F12XHT



Nr.	Description
1	Timing Belt Test Gauge
2	Camshaft Locking Tool Set
3	Crankshaft Locking Pin
4	Case + Insert



IMPORTANT

Always refer to the vehicle manufacturer's service instructions, or proprietary manual, to establish the current procedures and data. Product Information Sets detail applications and use of the tools with any general instructions provided as a guide only.

This timing tool will enable the physical checking of the belt width for signs of damages, whilst the locking tools will enable a check to confirm the inlet and exhaust cams are still correctly timed. The timing belt width should be checked in line with manufacturers recommended intervals.

TIMING CHECK



The timing belt may absorb oil from the engine, causing it to expand and weaken. Remove the oil filler cap – place Timing Belt Test Gauge 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.



Remove the valve cap – Rotate the crankshaft in the normal direction of rotation until the 3 flat sides of the camshaft location faces are uppermost.



Fit Inlet Camshaft Locking Tool. Ensure it sits completely flat onto the cylinder head lower camshaft cover.



Secure Inlet Camshaft Locking Tool in position by using 3 of the upper cylinder head cover bolts.



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



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



Fit it through the hole in the bottom of the bell housing to peg the engine flywheel.



IMPORTANT

In a case where Inlet Camshaft Locking Tool, Exhaust Camshaft Locking Tool and Crankshaft Timing Peg cannot 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.

NOTES

NOTES



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