

WARNING

Incorrect or out of phase engine timing can result in damage to the valves. CANNONTOOLS cannot be held responsible for any damage caused by using these tools in anyway.

SAFETY PRECAUTIONS - 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 has been removed
- To make turning the engine easier, remove the spark plugs
- 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
- Check the ignition timing after the belt has been replaced.
- 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**



DIESEL FUEL PUMP TIMING SET CT3892



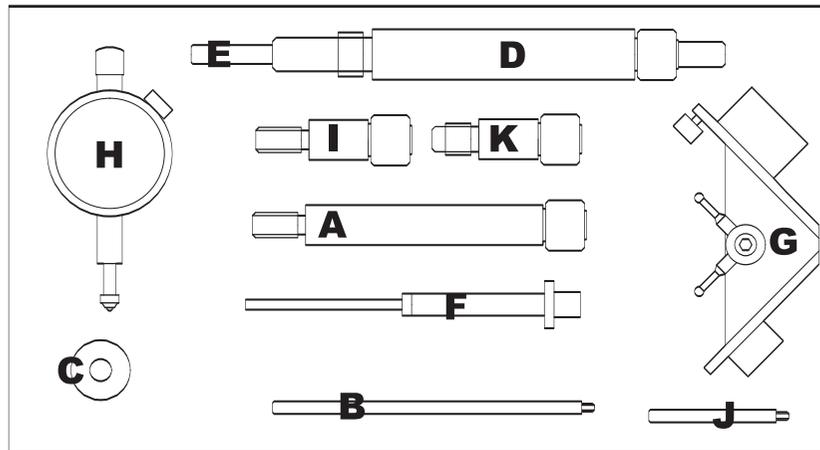
Instruction Manual

Manual Instructions

INTRODUCTION

This tool kit is required to set up Bosch EP/VE Rotary, Nikki, Nippon Denso, CAV Rotodiesel injection pumps (top entry port) and the PSA XUD range of engines.

PLAN LAYOUT



Ref	Code	Oem Code	Description
A	C456		Adaptor Assembly (Long M8)
B	C080		Extension, long 99mm
C	C081		Threaded M8-M12 Adaptor
D	C082		Piston Height Adaptor M14
E	C457		Extension
F	C084	999-5382 999 5382	Probe
G	C085	999-5382 999 5382	DTi Mounting Bracket - CAV
H	C127	KM 571A 3313	Dial Test Indicator 41 Dia. x 8 x 0.01mm (2584)
I	C128		M8 Adaptor, short
J	C129		Extension, short 40.8mm
K	C130		M10 Adaptor, short

APPLICATIONS

The application list for this product has been compiled cross referencing the OEM Tool Code with the Component Code.

In most cases the tools are specific to this type of engine and are necessary for Cam belt or chain maintenance.

If the engine has been identified as an interference engine valve to piston damage will occur if the engine is run with a broken Cam belt.

A compression check of all cylinders should be performed before removing the cylinder head. Always consult a suitable work shop manual before attempting to change the Cam belt or Chain.

The use of these engine timing tools is purely down to the user's discretion and Tool Connection cannot be held responsible for any damage caused what so ever.

ALWAYS USE A REPUTABLE WORKSHOP MANUAL

Manufacturer	Engine Code
Alfa Romeo	ABHIJ
Audi	ABHIJK
Bedford	ABCH
BMW	ABHIJ
Citroën	DEFGHL
Dacia	FGHL
Daihatsu	ABHIJ
Fiat	ABFGHIJL
Ford	ABFGHIJKL
Isuzu	ABHIJ
Iveco	ABHIJ
Lancia	ABHIJ
Landrover	ABHIJ
Leyland/Daf	FGHL
Mazda	ABHIJ
Mitsubishi	ABHIJ
Nissan	ABHIJ
Opel	FGHL
Peugeot	DEFGHL
Renault	ABFGHIJKL
Rover	ABFGHIJL
Seat	ABHIJ
Volkswagen	ABHIJK