

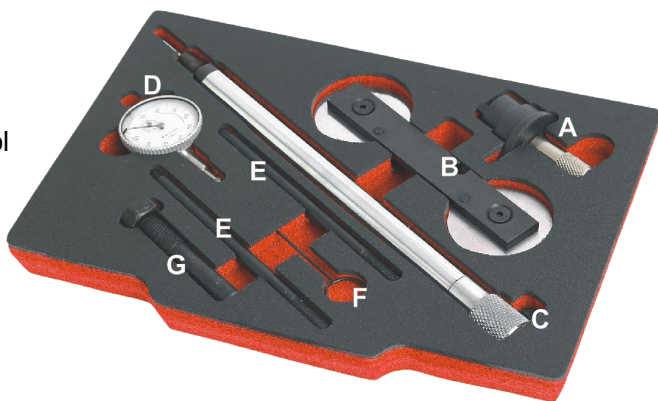


VAG VW AUDI SKODA SEAT TIMING LOCKING SETTING TOOL
1.2 1.4 1.6 FSI TSI TFSI TDC
CT5823

INSTRUCTION MANUAL

Contents

- A Camshaft Locking Tool,
OEM T10414
- B Camshaft Alignment Tool
OEM T10171/T10171A
- C TDC Indicator
OEM T10170
- D Gauge OEM VAS6079
- E Cover alignment pins
OEM T10341
- F Tensioner pin OEM T40011
- G Crankshaft locking pin OEM T10340



GENERAL

Designed to offer an engine timing kit for the 1.2, 1.4 & 1.6 petrol engines found across the Volkswagen Audi Group range from 2003 to 2015.

The tool kit includes the Dial Test Indicator and adaptor required to accurately find TDC on the engines listed.

Applications:

Audi: A1 (10-15), A1 Sportback (10-15), A3 Cabriolet (10-13), A3 (10-15), A3 Sportback (03-13)

Seat: Altea/Altea XL (10-15), Ibiza (10-15), Leon (10-13), Toledo (12-15)

Skoda: Fabia II (10-15), Praktik (10-15), Rapid (12-15), Rapid Sportback (12-15), Octavia II (04-13), Yeti (09-15), Yeti Outdoor (13-15)

VW: Beetle (11-15), Caddy/Caddy Maxi (10-15), EOS (07-15), Golf V (03-13), Golf V Estate (07-09), Golf VI (10-13), Golf VI Estate (10-13), Golf VI Cabriolet (11-15), Golf Plus (05-14), Jetta (05-14), Passat (05-15), Polo (09-14), Scirocco (08-14), Tiguan (07-15), Touran (03-15)

Engine Codes:

1.2 TFSi: CBZA, CBZB, CBZC

1.4 FSi/TFSi: BLG, BMY, BWK, CAVA, CAVB, CAVC, CAVD, CAVE, CAVF, CAXA, CAXC, CDGA, CSMA

1.6 FSi: BAG, BLF, BLP

SAFETY INSTRUCTIONS

- Do not use the tool if parts are missing or damaged.
- Use the tool for the intended purpose only.
- Never place the tool on the vehicle battery. There is a risk of a short circuit.
- Be careful when working with the engine running. Loose clothing, tools and other objects can be caught by rotating parts and cause serious injury.
- Keep children and other unauthorized persons away from the work area.
- Do not allow children to play with the tool or its packaging.
- Be careful when working on hot engines because of the risk of burn injuries.
- If you remove the ignition key before repairing, you can prevent the engine from being started accidentally and resulting in engine damage.
- This manual serves as a brief guide and does not replace a workshop manual. Always refer to the vehicle-specific service literature, particularly the technical data such as torque values and instructions for disassembly/assembly, etc.
- After repair or before starting the engine, turn a minimum of 2 turns by hand and check the timing again.
- Turn the engine only in the normal direction of rotation (clockwise unless otherwise specified).
- Do not use locking tools for camshaft and crankshaft as a counter-holder, during loosening or tightening screws on pulleys, camshafts or crankshafts. This can damage tools and engine components. Only use tools that are suitable for this purpose.

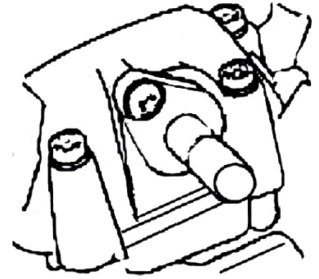
INSTRUCTIONS FOR USE

A Camshaft Locking Tool

Camshaft Locking Tool is the camshaft locking tool used on the 1.2 FSi engines (CBZA and CBZB).

To gain access to the grooved end of the camshaft remove the hose connecting block from the rear of the cylinder head (gearbox end).

Ensure fixing bolt can be fitted.



B Camshaft Alignment Tool

If the Camshaft Timing Marks are not correctly aligned with the engine set at TDC, turn the Crankshaft 360° and check the Camshaft timing mark again. Fit the Camshaft Alignment Tool.

If the Camshaft Alignment tool can still not be fitted the valve timing is incorrect.

C TDC Indicator

The Indicator is fitted into the first cylinder spark plug hole. The extension makes contact with the piston face and as the engine is slowly rotated the DTI indicates the TDC, or the highest point required.

Many performance engines have an interference combustion area, which if the correct timing position is not achieved could result in serious damage to the valves and other parts of the engine.

D Gauge

Top Dead Centre (TDC) measurement must be checked, this set includes TDC Adaptor (used in conjunction with a Dial Test Indicator) which enables the accurate measurement of the piston position.

E Cover alignment pins

The two guide pins hold the supercharger in the correct position during installation. Re-install the sprockets and chain and correctly tighten the sprockets.

It is advised to use new crankshaft pulley and camshaft sprocket bolts.
Remove the Camshaft Alignment Tool and turn the Crankshaft twice in a clockwise direction. Check the valve timing again.

F Tensioner pin

Fit the tensioner locking pin to hold the chain tensioner back, allowing the removal of the camshaft sprockets and chain. Set the camshaft positions and align using the Camshaft Alignment Tool.

G Crankshaft locking pin

Use the Crankshaft Locking tool when loosening and tightening the crank.

CANNON TOOLS LTD

Add: 20 station road, Rowley Regis, west midlands, B65 0JU.U.K.

www.cannontools.co.uk