Kamasa-TOOLS®

Engine timing tools

PSA EW engines

K 10544

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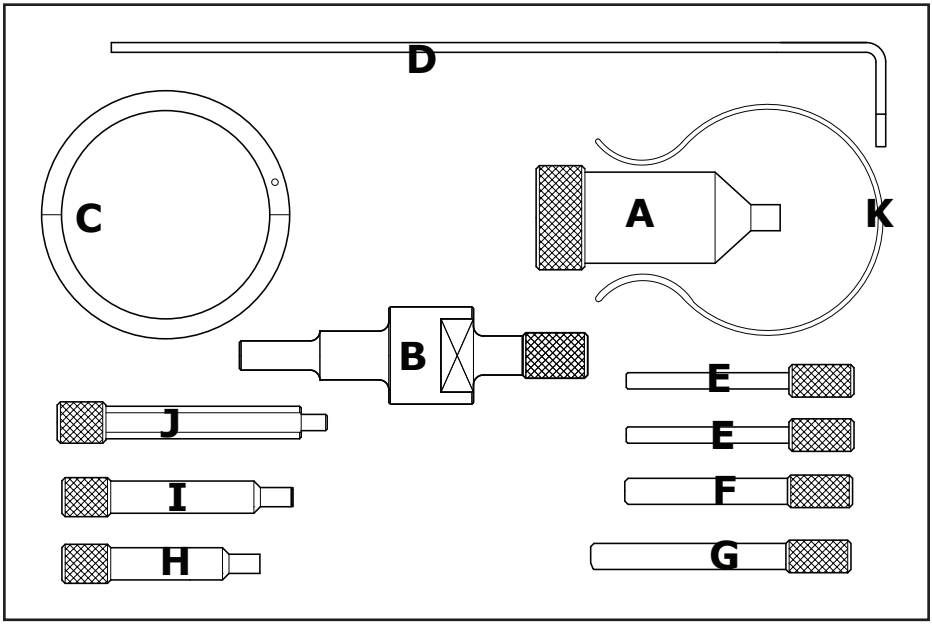
Plan Layout



Ref	OEM Ref	Description
A	0189C	Flywheel Locking Tool
B	0189R	Flywheel/drive plate locking tool
C	0189S1	Tensioner Pulley Adjusting Tool
D	0189S2	Tensioner Pulley Locking Tool
E	0132AB I 0178D I 4527-TS2	Camshaft Locking Pin
F	5711-TD	Crankshaft Timing Pin
G	0132AJ2 I 0188M I 4533TAC2	Camshaft Timing Pin
H	0189A	Camshaft Timing Pin
I	0189AZ	Camshaft Timing Pin
J	0189L	Camshaft Timing Pin
K	0188K I 0132AK I 0153AK 0187J I 4533-TAD	Timing Belt Retaining Clip

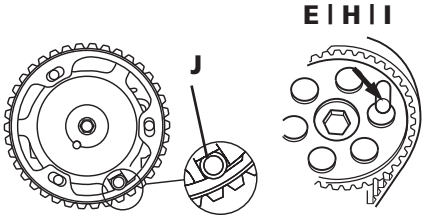
Applications

Manufacturer	Model	Engine Code	Year
Citroën	Xsara l Picasso, 1.8 16v	EW7J4 (6FZ)	99-
	Xsara l Picasso, 2.0 16v	EW10J4 l L4 l L5 (RFN)	02-05
	C4, 2.0 16v	EW10J4 (RFN) lEW10J4S(RFK)	04-07
	C5, 1.8 16v	EW7J4 (6FZ)	00-02
	C5, 2.0 16v	EW10J4 (RFN)	00-04
	C5, 2.0 HPi	EW10D (RLZ)	00-04
	Evasion l Synergie, 2.0 16v	EW10J4R/L5 (RFN)	00-02
	C8, 2.2 16v	EW12J4 (3FZ)	02-07
	Jumpy l Dispatch, 2.0 16v	EW10J4/L5 (RFN)	00-07
Peugeot	206 l 206CC, 2.0 16v	EW10J4 (RFN)	00-07
	2.0 16v	EW7J4(6FZ)	98-07
	307 l 307CC, 2.0 16v	EW7J4 (6FZ) l EW10J4 (RFN)	01-05
	406 l Coupe, 1.8 16v	EW10J4 (RFN)	00-04
	407, 1.8 l 2.0	EW10J4(RFR)	04-06
	2.0 16v	EW10D(RLZ)	00-07
	2.0 16v	EW12J4 (3FZ)	99-07
	406 l Coupe, 2.0 HPi	EW10J4 (RFN) l EW10J4 (RFR)	00-04
	2.2 16v	EW10J4 (RFN)	00-04
	607, 2.0 16v	EW10J4/L5 (RFN)	00-07
	806, 2.0 16v	EW12J4/L5(3FZ)	00-02
	807, 2.0 16v	EW10J4 (RFN)	02-05
	2.2 16v	EW12J4/L5(3FZ)	02-07
	Expert, 2.0 16v	EW10J4 (RFN)	00-07

Component Application

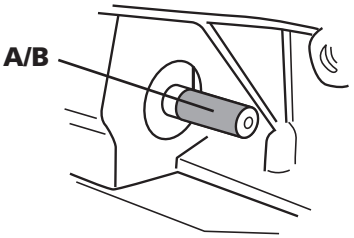
Camshaft & Injection Pump Pulley Timing Pins

There are six different sized pins included in this set. These are generally used to lock the correct timing position by being inserted through the camshaft sprocket into a matching hole in the cylinder head.



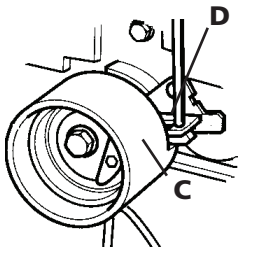
Flywheel/Drive Plate Locking Tool

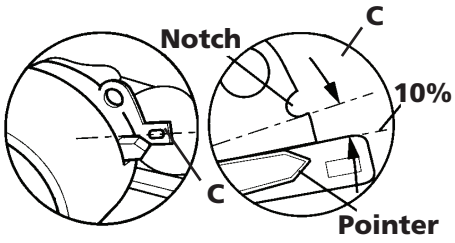
As with the camshaft timing pin, they are inserted through the engine block and used to position the crankshaft to achieve the correct timing position of the first cylinder. It is important that these pieces are used to set the timing position, but are not to be used to lock the flywheel when loosening the pulley fasteners. The Flange of the Pin will protrude the casing when fitted to an engine with automatic transmission.
Position A = Manual Transmission,
Position B = Automatic Transmission.



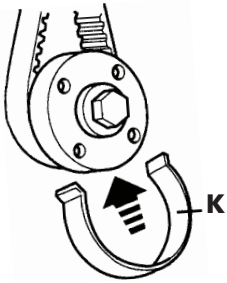
Tensioning Tools

Ensure that both camshaft and crankshaft Timing Pins are fitted correctly, then fit the Tension Adjusting Tool **(C)** and turn the Pulley clockwise until the pointer passes the notch. Fit the Locking Tool **(D)** to the Pulley to retain the position an remove the Adjusting Tool **(C)**. At this point the new timing belt can be fitted, starting at the Crankshaft Sprocket and use the Retention Clip **(K)** to hold in place. Remove tools and replace the lower cover and crankshaft pulley.
Turn the Tensioner Pulley anti-clockwise using Hex. Key until the Pointer passes the notch by at least 10°, if not then replace the Tensioner Pulley. The Pointer and Notch must be aligned. In the event of the Pointer passing the Notch, repeat the Tensioning Proceedure.





The Belt Retaining Clip (K) is used when the fitting sequence starts at the bottom pulley and prevents the belt slipping off.



Safety Precautions

- If the engine has been identified as an Interference engine, damage to the engine will occur if the timing belt has been damaged. A compresion 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
  Warning – Incorrect or out of phase engine timing can result in damage to the valves. It is always recommended to turn the engine slowly, by hand, and to re-check the camshaft and crankshaft timing positions

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