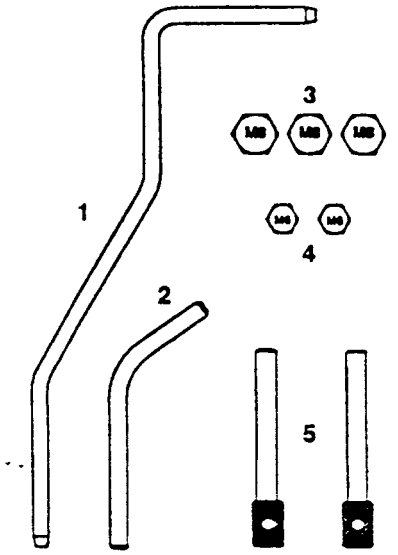
SEALEY Professional TOOLS
AUTO SERVICE LINE

VS103
DIESEL TIMING KIT

ROVER, CITROEN, PEUGEOT



STANDARD PARTS LIST		
1.	VS102/1	Flywheel TDC Pin
2.	VS102/2	Locking Pin ø 6.0mm
3.	VS102/3	M8 Locking Bolts (3 off)
4.	VS103/1	M6 Locking Bolts (2 off)
5.	VS103/2	Locking Pins ø 6.6 (2 off)

Applications

VS102/1 TDC Flywheel Locking Pin

ROVER Metro 1.4D
CITROEN AX 1.0/1.1/1.4, ZX 1.1/1.4, BX 1.4, C15 1.0/1.1/1.4, AX1.4/1.5D

VS102/2 ø 6.0mm Locking Pin

ROVER: Maestro 2.0D/Van, Maestro 2.0D Turbo, Montego 2.0D Turbo, LDV Sherpa 200 DTi

VS103/1 M6 Locking Bolt (2 off)

VAUXHALL/OPEL: Corsavan/Combo 1.7D, Astra - F 1.7TD, Cavalier 1.7TD, Vectra 1.7TD

VS102/3 M8 Locking Bolt (3 off)

ROVER: Metro 14D, 218SD, 218/418 D Turbo
CITROEN: Visa 17D, 17D/TD, BX 19D, ZX1.9D/TD, Xantia 1.9D/TD, C15D, AX 1.4D, XM 2.1/2.2D/TD
PEUGEOT: 106D, 205 1.7/1.9D, 305 1.8/1.9D/TD, 309 1.7/1.9D/1.8TD, 405 1.8TD, 405 1.9D, Horizon/Solara 1.9D, J5/Talbot Express 1.9D, 605D/605 TD, 806 1.9TD, Expert 1.9D
VAUXHALL/OPEL: Nova 1.5TD, Corsa-B 1.5D/TD, Corsavan /Combo 1.7D, Astra-F 1.7TD, Cavalier 1.7D, Vectra 1.7TD, Frontera 2.8TD, Monterey 3.1 Turbo D, Midi 2.0/2.4 TD, Midi 2.2, Brava 2.3D, Brava 2.5D/DT/3.1TD

VS103/2 TDC Flywheel Locking Pin

ROVER: 111, 114, 214, 414, 200 Vi, 214 16V, 216 16V, 414 16V, 41616V.
CITROEN: ZX 1.6/1.8/2.0, BX 16/19(92-), Xantia 1.6/1.8/2.0, XM 2.0/Turbo, ZX 2.0 16V, Xantia 2.0 16V, XM 2.0 16V, BX GTi 16V, XM 2.1/2.2D/TD XM 2.5Turbo D, Relay 2.5D/Turbo D
PEUGEOT: 205 1.7/1.9D, 305 1.7/1.9D, 306 1.8/1.9D/TD, 309 1.7/1.9D/1.8TD, 405 1.8TD, 405, 1.9D, Horizon/Solara 1.9D, J5/Talbot Express 1.9D, 605D/605 TD, 806 1.9TD, Expert 1.9D, Boxer 2.5D/ Turbo D.

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INTRODUCTION

These tools hold the crankshaft, camshaft and injection pump at their datum positions (TDC) for service operations involving removal of the timing belt, and for checking injection pump timing.

Instructions for use

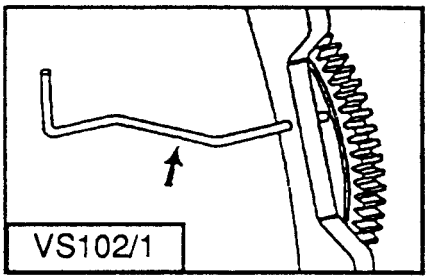
Specific reference must be made to the manufacturer's service instructions to establish current procedures and data for each engine before any work commences.

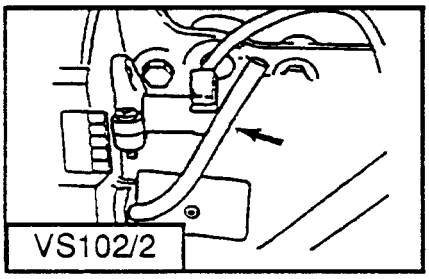
Warning

Incorrect or out of phase camshaft timing can result in contact between the valve head and the piston crown causing possible damage to the engine. Incorrect injection pump timing may cause excessive smoke emissions, poor starting and a low out put of power

VS102/1 & VS102/2 Flywheel T.D.C. Locking Pins

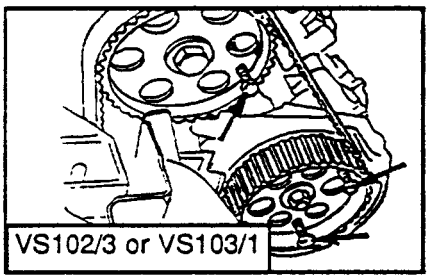
These are designed to pin point and lock the engine at TDC by alignment of a datum hole in the flywheel with a datum hole in the rear flange of the engine. Position the locking pin in the access drilling behind the starter motor. Rotate the engine by hand until the locking pin engages with the flywheel timing hole, The engine is now locked at top dead centre.


VS102/1


VS102/2

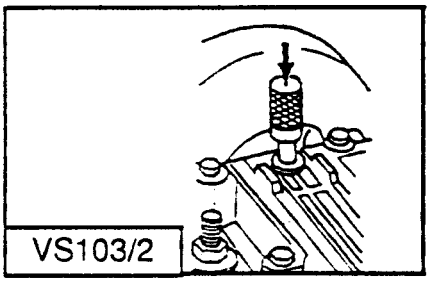
VA102/3 & VS103/1 Locking Bolt

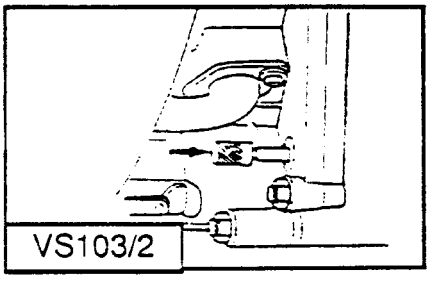
These are used as an alternative to locking pins for positioning the camshaft and injection pump pulleys in the TDC position. Follow the service manual instructions to remove the engine timing covers where necessary. Set the engine to the correct point of timing using the engine timing marks (refer to workshop manual). Screw the locking bolts into position, the engine is now locked and the drive belts can be removed without disturbing the engine timing.


VS102/3 or VS103/1

VS103/2 Locking Pin

The-two pins in the kit lock the camshaft and crankshaft (at the flywheel) in the TDC datum position. Follow the service manual for access to the datum holes. Insert the locking pins in the engine datum holes and rotate the engine slowly in the normal direction of rotation until the pins can be inserted into the camshaft and crankshaft respectively. The engine is now locked at T.D.C.


VS103/2


VS103/2

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