

Thank you for purchasing a Sealey product. Manufactured to a high standard this product will, if used according to these instructions and properly maintained, give you years of trouble free performance.

**IMPORTANT: PLEASE READ THESE INSTRUCTIONS CAREFULLY. NOTE THE SAFE OPERATIONAL REQUIREMENTS, WARNINGS AND CAUTIONS. USE THE PRODUCT CORRECTLY AND WITH CARE FOR THE PURPOSE FOR WHICH IT IS INTENDED. FAILURE TO DO SO MAY CAUSE DAMAGE AND/OR PERSONAL INJURY AND WILL INVALIDATE THE WARRANTY. PLEASE KEEP INSTRUCTIONS SAFE FOR FUTURE USE.**

### 1. INTRODUCTION & CONTENTS

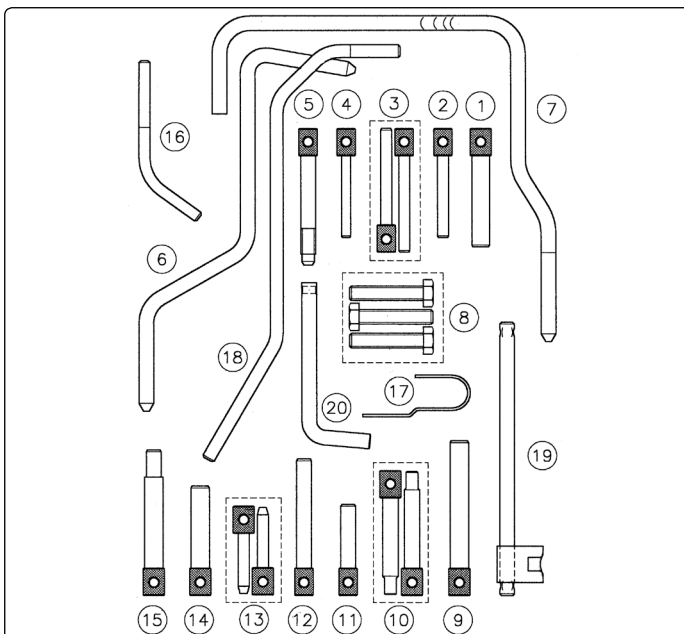
A comprehensive set of setting and locking tools designed for use on a wide range of Citroen and Peugeot PSA engined vehicles. Designed for use on both diesel and petrol engines. Some components also suitable for Rover, LDV and Fiat applications.

Contents			OEM Number
Item	Part Number	Description	Citroen/Peugeot
1	VS125/C1	Injection Pump Locking Pin	0178-B, 5711-TB
2	VS125/C2	Injection Pump Locking Pin	0178-C, 0188-H, 5711-TC
3	VS125/C3	Balance Shaft Locking Pins (*2 per kit)	0178-D, 5711-TD
4	VS125/C4	Injection Pump Locking Pin	4527-TS1
5	VS125/C5	Camshaft Locking Pin	0132-AB, 4527-TS2
6	VS125/C6	Flywheel TDC Locking Pin	0153-N, 0153-ZY, 0188-Y, 7014-TJ, 7099-TM, 9767.34
7	VS125/C8	Flywheel TDC Locking Pin	0188-D, 7017-TR
8	VS125/M8	Locking Bolts (*3 per kit)	-
9	VS125/P1	Crankshaft/Camshaft Locking Pin	4507-TB
10	VS125/P2	Camshaft Locking Pins (*2 per kit)	0153-M, 7014-TM, 9767.94
11	VS125/P3	Camshaft Locking Pin	0132-AJ2, 4533-TAC2
12	VS125/P4	Crankshaft/Camshaft Locking Pin	0132-AJ1, 0153-G, 0178-A, 0188-M, 4533-TAC1
13	VS125/P5	Camshaft Locking Pins (*2 per kit)	0153-AB, 9041-TZ
14	VS125/P6	Crankshaft/Camshaft Locking Pin	0132-RZ, 0153-AA, 0132-R7004-TG, 7018-TY
15	VS125/P7	Crankshaft Locking Pin	7017-TU
16	VS125/P8	Flywheel TDC Locking Pin (Short)	0132-Q, 0132-QZ, 4507-TA, 9627.27
17	VS125/T1	Retaining Pin (Roller)	0117-AR, 0178-T
18	VS125/T4	Tension Tool (Dynamic Roller)	0153-U, 7019-T
19	VS1252	Tensioner Adjuster	5711-TE
20	VS1253	Tensioner Adjuster	0132-X1Z, 9767.89, 4507-TJ

This information table provides the Vehicle Manufacturers' Specialised Tool references and the Sealey tool numbers covering the relevant applications.

\* These spares are sold as individual tools - not as pairs or multiples.

#### Associated Tool: VS1283 - Flywheel Locking Tool



### 3. APPLICATION CHARTS

Citroen/Peugeot Diesel Engines	VS121 Tools - Item No.																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Citroen 1.5D -TUD5 - VJX, VJY, VJZ				•	•											•				•
Peugeot 1.5D - TUD5 - VJX, VJY, VJZ	•	•			•											•				•
Citroen 1.8D - XUD7 - A9A						•	•	•											•	
Peugeot 1.8D - XUD7 -A9A						•		•											•	
Citroen 1.9D - XUD9 - D8A, D8B, D8C, D9B, DHV, DHW, DHX, DHY, DJY, DJZ						•	•	•											•	
Peugeot 1.9D - XUD9 - D8A, D8B, D8C, D9B, DHV, DHW, DHX, DHY, DJY, DJZ						•		•											•	
Citroen 2.1D - XUD11 - P8A, P8B, P8C, PHZ, PJZ						•		•											Aux Belt	Aux Belt
Peugeot 2.1D - XUD11 - P8A, P8B, P8C, PHZ, PJZ						•		•											•	•
Citroen 2.5D - DJ5 - T9A, THX, THY, THZ	•	•	•			•						•						•		•
Peugeot 2.5D - DJ5 - T9A, THX, THY, THZ	•	•	•			•						•						•		

This kit will also cover some Fiat, LDV, Nissan & FSO applications.

Citroen/Peugeot Petrol Engines	VS121 Tools - Item No.																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Citroen 1.0 - TU9 - CDY, CDZ									•							•				•
Peugeot 1.0 - TU9 - CDY, CDZ									•							•				•
Citroen 1.1 - TU1 - HDY, HDZ, HFX, HFY, HFZ									•							•				•
Peugeot 1.1 - TU1 - HDY, HDZ, HFX, HFY, HFZ									•							•				•
Citroen 1.4 - TU3 - KDX, KDY, KDZ, KFX, KFZ									•							•				•
Peugeot 1.4 - TU3 - KDX, KDY, KDZ, KFX, KFZ									•							•				•
Citroen 1.6 8v - TU5 - BDY, BFZ, NFT, NFV, NFW, NFY, NFZ														•		•				
Peugeot 1.6 8v - TU5 - BDY, BFZ, NFT, NFV, NFW, NFY, NFZ														•		•				
Citroen 1.6 16v - TU5JP4 - NFS, NFU, NFX											•	•				•				•
Peugeot 1.6 16v - TU5JP4 - NFS, NFU, NFX											•	•				•				•
Citroen 1.8 8v - XU7 - LFW, LFX, LFZ												•		•						
Peugeot 1.8 8v - XU7 - LFW, LFX, LFZ												•		•						
Citroen 1.8 16v - XU7JP4 - LFY												•	•							
Peugeot 1.8 16v - XU7JP4 - LFY												•	•							
Citroen 2.0 -XU10- RFL, RFU, RFW, RFX												•		•						
Peugeot 2.0 -XU10- RFL, RFU, RFW, RFX												•		•						
Citroen 2.0 Turbo -XU10- RGX, RGY												•		•						
Peugeot 2.0 Turbo -XU10- RGX, RGY												•		•						
Citroen 2.0 16v -XU10JP4 - RFS, RFT, RFV, RFY												•	•							
Peugeot 2.0 16v -XU10JP4 - RFS, RFT, RFV, RFY												•	•							

### 2. SAFETY INSTRUCTIONS

- WARNING!** Ensure all health and safety, local authority, and general workshop practice regulations are strictly adhered to when using tools.
- DO NOT** use tools if damaged.
- ✓ Maintain tools in good and clean condition for best and safest performance.
- ✓ If required, ensure the vehicle to be worked on is adequately supported with axle stands, ramps and chocks.
- ✓ Wear approved eye protection. A full range of personal safety equipment is available from your Sealey dealer.
- ✓ Wear suitable clothing to avoid snagging. **DO NOT** wear jewellery and tie back long hair.
- ✓ Account for all tools, locking bolts, pins and parts being used and **DO NOT** leave them in or near the engine.
- WARNING!** Locking Pins must **NOT** be used to hold the crankshaft whilst releasing or tightening the pulley bolt. Locking Pins are for retention of timing position only.

**IMPORTANT:** Always refer to the vehicle manufacturer's service instructions, or proprietary manual to establish the current procedure and data. These instructions for use are provided as a guide only.

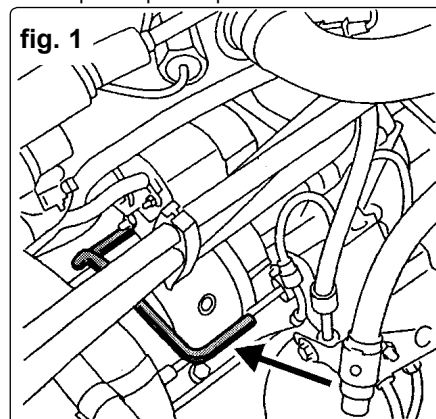
## 4. INSTRUCTIONS FOR USE

### 4.1. ENGINE SETTING/LOCKING TOOLS (ALSO SEE TWIN CAM ENGINE TOOLS)

#### 4.1.1. VS125/C6, C8, P8 Flywheel TDC Locking Pins, ('Difficult Access' Pins)

This series of 3 "shaped" locking pins is designed to provide access to the flywheel datum hole enabling the engine to be locked at TDC.

1. Insert locking pin through the access drilling in the casing and turn the engine by hand until the locking pin engages hole in flywheel.
2. Often, access to the datum hole is restricted by a component, e.g. starter motor etc., and therefore the specific pin shapes are essential to overcome difficult access (fig.1).
3. Similar PSA models may not use the same shaped pin since pin shape is dependant upon components and systems fitted in the engine compartment.



#### USAGE

XUD7, XUD9AU, 9TF, XUD11, DJ/DK ..... VS125/C6

XU7, 9A, 9TE, 9BTF, 11BTE..... VS125/C8

TUD3/5 diesel and TU1/3/5/9 petrol ..... VS125/P8

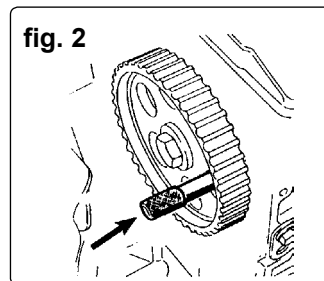
**NOTE:** Engine types are fitted to a number of models. For engine references to vehicle model refer to Application Charts.

#### 4.1.2. VS125/C1, C2, C3, C4, C5, M8, P1, P3, P4, P6, P7 Locking Pins - Camshaft, Injection Pump, Crankshaft, Balance Shafts

Citroen/Peugeot engines have access holes through pulleys/sprockets and fixed datum holes on the engine to allow the camshaft, injection pump and crank to be 'locked' in their timed positions by use of a correctly sized locking pin (fig.2).

**NOTE:** To ensure accuracy of the timing position and access to the datum hole, it is essential to use the correct pins to suit each application. These pins are used in combinations of sizes according to the engine/model. For the full range of engines/models covered by each pin combination refer to Application Charts.

- ❑ **WARNING!** Locking Pins must NOT be used to hold the crankshaft whilst releasing or tightening the pulley bolt. Locking Pins are for retention of timing position only. Use appropriate Flywheel Holding Tool e.g. VS1283 (fig.3).



### 4.2. TENSIONER ADJUSTMENT TOOLS

#### VS125/T1 and T4 Retaining Tools, VS1252 and VS1253 Tensioner Adjusters

1. VS125/T1 Retaining Pin is required when removing/replacing the timing belt on the DJ5TED Di engines. It is necessary to compress the automatic roller tensioner and lock it using T1 Retaining Pin.
2. VS125/T4 Tensioner Tool (Dynamic Roller) is essential for the auxiliary belt tensioner, when air conditioning/power steering is installed (fig.4).
3. VS1252 and VS1253 are specialised wrenches for adjusting the timing belt tensioners on Citroen/Peugeot engines (fig.5). VS1252 provides access onto the square drive on belt tensioners on XUD11/DK/DJ engines. VS1253 carries out the similar function on TUD3, TUD5 diesels and TU1/2/3/9 and TU5J4 petrol engines. On early TU1/2/3/9 engines(-94), VS1253 can also be used, with an appropriate weight, to establish timing belt tension.

#### USAGE

DJ5TED Direct Injection ..... VS125/T1

XUD9/XUD11 (Aux. Belt Dynamic Roller) ..... VS125/T4

XUD11/DK/DJ engines..... VS1252

TUD3/5 diesel and TU1/2/3/5/9 & TU5J4 petrol..... VS1253

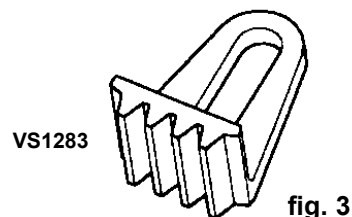


fig. 3

### 4.3. TWIN CAM ENGINE TIMING TOOLS

#### VS125/P2, P3, P4 and P5 Locking Pins

There are a number of Citroen/Peugeot 16v twin cam engines and all use locking pins to retain the engine timing position during belt renewal. These pins enter through access holes in each of the camshaft sprockets into fixed datum holes behind (fig.6). A locking pin is also used to lock the flywheel at TDC.

VS125/P2 and P5 are pairs of camshaft lock pins for 1.8 and 2.0 Twin Cams.

VS125/P3 and P4 are individual pins used together for the cams on the 1.6 16v engine.

#### USAGE

XU9J4(D6C)/XU10J4(RFY) 2.0 16v ..... VS125/P2 (Pair)

+ VS125/P4 for Crank

TU5J4/LE 1.6 16v..... VS125/P3 + P4

+ VS125/P8 for Flywheel

XU7JP4/XU10J4(RFV/R6E) 1.8/2.0 16v ..... VS125/P5 (Pair)

+ VS125/P4 for Crank

**IMPORTANT:** Follow vehicle manufacturer's instructions for these engines. Specific procedures **MUST** be followed in correct order.

