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**Safety First. Be Protected.**

### Guarantee

If this product fails through faulty materials or workmanship, contact our service department direct on: **+44 (0) 1926 818186**. Normal wear and tear are excluded as are consumable items and abuse.



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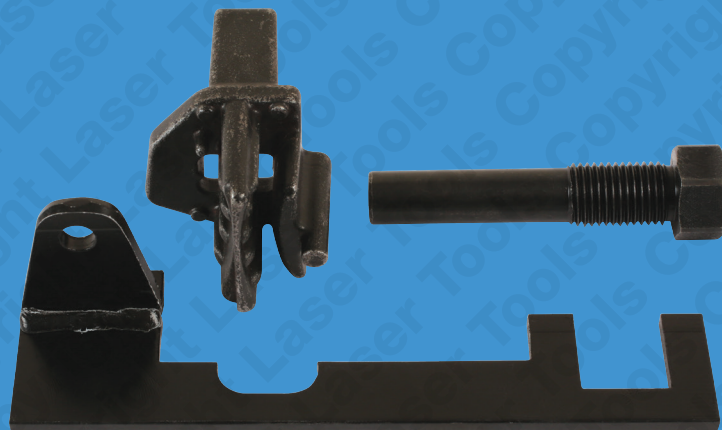
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# LASER<sup>®</sup>

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## Engine Timing Tool Kit VAG 1.0 3cyl

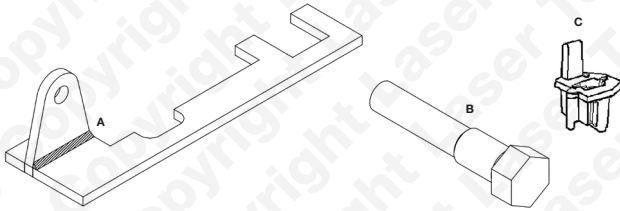
### Instructions



This kit allows the engine timing to be set on the new generation 3 cylinder 1,0 litre VAG engines. The camshaft locking bar is equivalent to the OEM T10477.

N.B The information given below is for reference only. The Tool Connection recommends the use of Manufacturer data or Autodata.

## Components



|          | Component Code | OEM Ref | Description                    |
|----------|----------------|---------|--------------------------------|
| <b>A</b> | C667           | T10477  | Camshaft Locking Bar           |
| <b>B</b> | C439           | T10340  | Crankshaft Locking Pin         |
| <b>C</b> | C668           | T10476  | Camshaft Sprocket Locking Tool |

## Applications

| Manufacturer | Model  | Sizes | Engine Code | Year from | Year to |
|--------------|--------|-------|-------------|-----------|---------|
| Seat         | Mii    | 1.0   | CHYA        | 2012      | 2015    |
| Seat         | Mii    | 1.0   | CHYB        | 2012      | 2015    |
| Seat         | Mii    | 1.0   | CPGA        | 2012      | 2015    |
| Skoda        | Citigo | 1.0   | CHYA        | 2011      | 2015    |
| Skoda        | Citigo | 1.0   | CHYB        | 2011      | 2015    |
| Skoda        | Citigo | 1.0   | CPGA        | 2012      | 2015    |
| Volkswagen   | Up!    | 1.0   | CHYA        | 2011      | 2015    |
| Volkswagen   | Up!    | 1.0   | CHYB        | 2011      | 2015    |
| Volkswagen   | Up!    | 1.0   | CPGA        | 2012      | 2015    |

## Instructions

- Raise the front of the vehicle and remove the front wheels and inner wheel arches as required.
- Remove the engine under shield, top cover, air intake, auxiliary drive belt(s).
- Ensure the engine is at TDC cylinder number 1.
- Remove the Blanking caps from the rear of the inlet camshaft and cylinder block.
- When loosening or tightening the cam shaft or crankshaft pulley bolts ALWAYS use a pulley holding tool.
- The component provided in this kit are to lock the cam/crankshaft in their timed position and not designed to hold them against the load of tightening or loosening fixings.

### Component A

Used to lock the Camshafts in their timed positions in relation to each other. Fit as shown in Fig.1 after fitting component B with the engine set at TDC No 1 cylinder. Fit at the rear of the camshafts once blanking plugs have been removed.

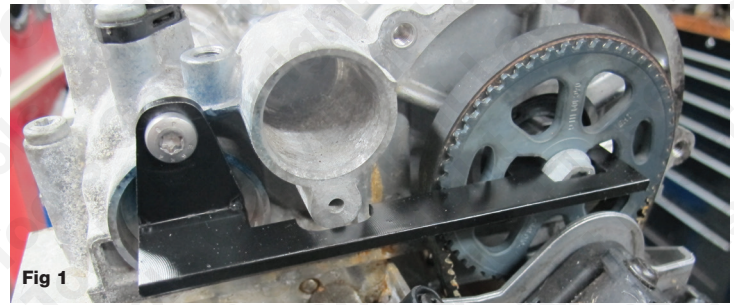


Fig 1

### Component B

Used to lock the crankshaft in its timed position. Component B screws into the block as shown in Fig. 2

The crankshaft rear web should sit against the end of the pin with the engine set at TDC No 1 cylinder.

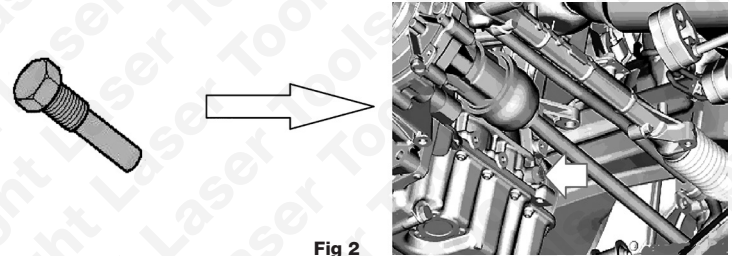


Fig 2

### Component C

Used to lock the two camshaft pulleys together in their timed position. Loosen both pulleys using a suitable pulley holding tool and use (C) to set the pulleys in the correct position as shown in Fig.3.

Ensure all marks are correctly aligned as shown.

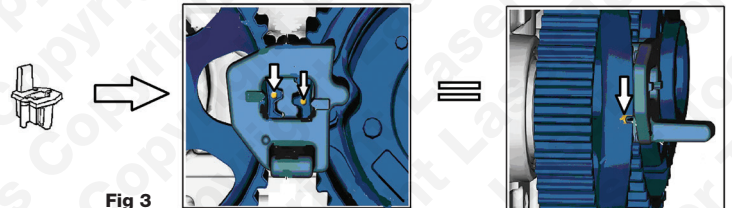


Fig 3