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If applicable, the applications database and any instructional information provided has been designed to offer general guidance for a particular tool's use and while all attention is given to the accuracy of the data no project should be attempted without referring first to the manufacturer's technical documentation (workshop or instruction manual) or the use of a recognised authority such as Autodata.

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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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LASER®

6348

Engine Timing Tool Kit VAG 1.2, 1.4 TSI

Instructions

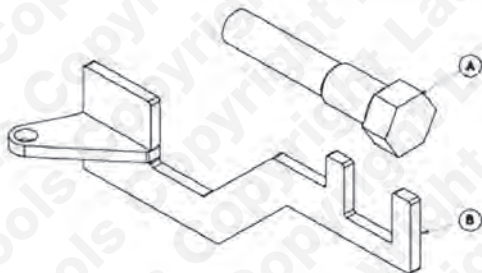


Description: Two piece kit consisting of the components required to lock the crankshaft and camshafts in their timed positions to allow the removal and replacement of the camshaft timing belt.

Components

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

	Component	OEM Ref	Description
A	C439	T10340	Crankshaft Locking Pin
B	C719	T10494	Camshaft Locking Tool



Applications

Make	Model	Type	Years	Engine Codes 1.2	Engine Codes 1.4
Audi	A1/A1 Sportback	TSFI	2012 to 2015	CJZA	CZCA
	A3 Cabrio	g-tron		CYVB	CXSB
	A3 Saloon			CJZB	CMBA
	A3/A3 Sportback Q3			CYVA	CXSA
Seat	Leon TSI	TSI		CJZC	CPWA
	Leon ST	LPG		CJZD	CHPB
		TGI		CYVD	CHPA
Skoda	Fabia III	CNG			CUKB
	Fabia III Estate				CRJA
	Octavia III				CUKC
Volkswagen	Golf VII	GTE			CZDA
	Jetta	Hybrid			CPVA
	Passat	TSI MultiFuel		CPVB	
	Golf SV/Sportsvan	TSI			
	Golf VII	BlueMotion			
	Golf VII Estate				
	Golf VII Wagon				
	Golf SV/Sportsvan				
	Golf VI Cabrio				
	Golf VII Estate				
	Golf VII Wagon				
	Polo				

Instructions

Preparation and precautions:

- Remove the engine under shield, top cover, air intake, auxiliary drive belt(s).
- Ensure the engine is at TDC No.1 cylinder.
- 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 crankshaft in its timed position. Component **A** screws in to the block as shown in **Fig. 1** and the crankshaft rear web should sit against the end of the pin with the engine set at TDC No1 cylinder.

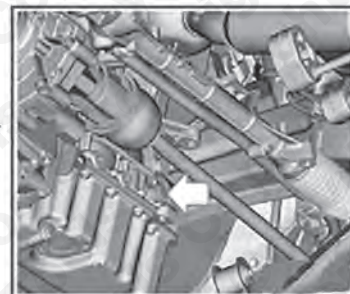


Fig. 1

Component B

Used to lock the Camshafts in their timed positions in relation to each other. Fit as shown in **Fig. 2** after fitting component **B** with the engine set at TDC No1 cylinder. Component **A** fit at the rear of the camshafts once blanking plugs have been removed.



Fig. 2