

***Kamasa-TOOLS***®

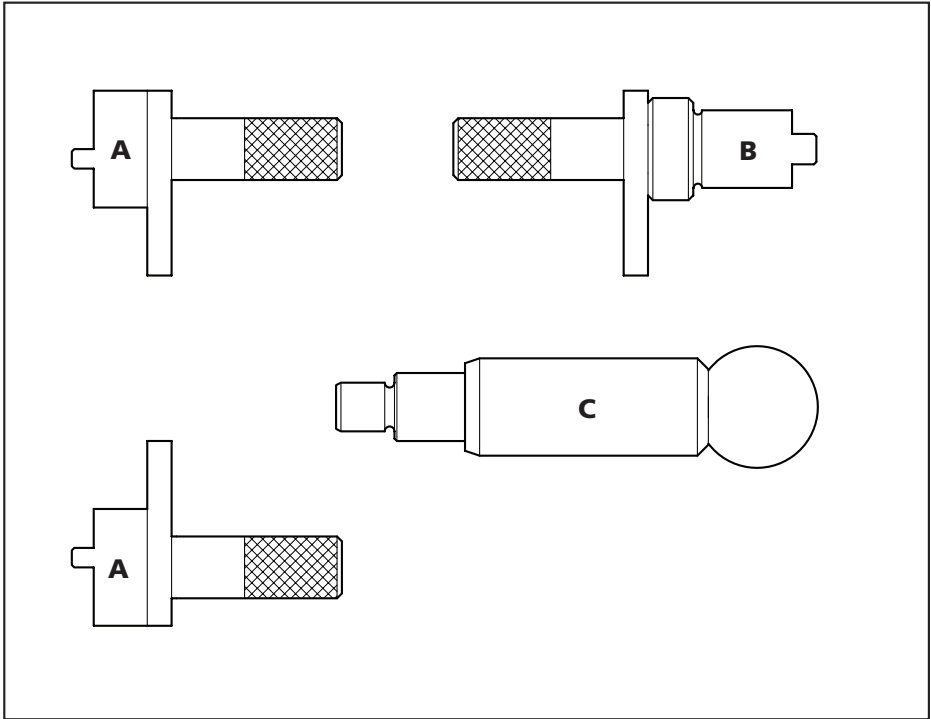
Engine  
timing tools

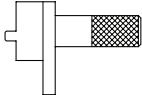
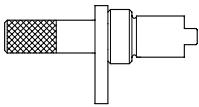
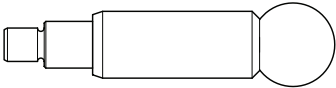
Volkswagen  
Audi Group  
1.2, 3 Cyl. - 6v, 12v

K 10540

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# Plan Layout



Part No	OEM Ref	Description	Identification
<b>A</b> 23176-01	T10123	Camshaft aligning tool (2)	
<b>B</b> 23176-02	T10120	Camshaft aligning tool	
<b>C</b> 23176-03	T10121	Crankshaft locking tool	

# Applications

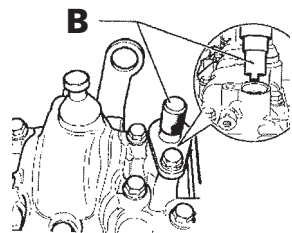
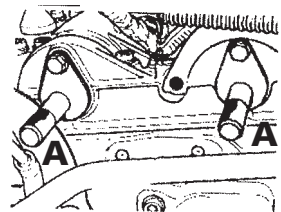
Manufacturer	Model	Engine code	Year
Seat	Ibiza 1.2 – 6v, 3 cyl	AWY, BMD	2002-
Skoda	Fabia 1.2 – 6v, 3 cyl (55bhp)	AWY, BMD	2003-
	Fabia 1.2 – 12v, 3 cyl (65bhp)	AZQ, BME	2003-
Volkswagen	Polo 1.2 – 6v, 3 cyl (55bhp)	AWY, BMD	2002-
	Polo 1.2 – 12v, 3 cyl (65bhp)	AZQ, BME	2002-

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## Component Application

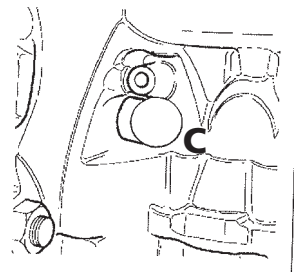
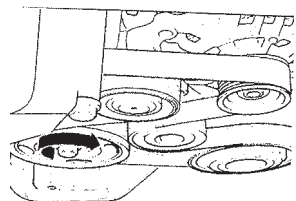
Use Camshaft Alignment Tools **(A)** for 12v engines and tool **(B)** for 6v engine.

The slot in the end of the camshaft must be aligned horizontally, but if the Camshaft Tool **(A)** cannot be fitted it may be necessary to rotate the engine 360°



The Crankshaft Alignment Pin enables the crankshaft to be locked in the correct timing position on both types of engine.

The Crankshaft may require to be rotated using the pulley centre-bolt until the slots in the camshaft are positioned horizontally and the Crankshaft Pin **(C)** can be correctly inserted into the slot in the crankshaft, it may be necessary to turn the crankshaft 360°



## 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 compression 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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