

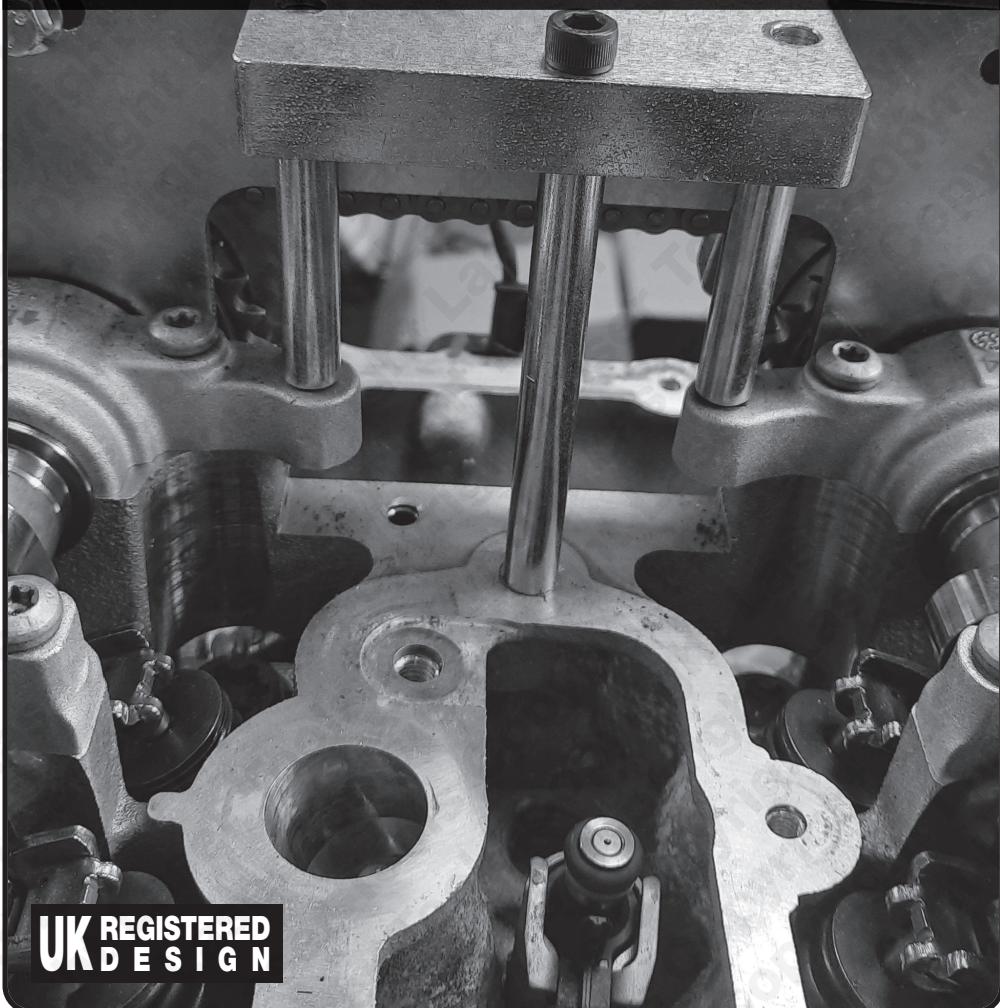
LASER[®]

Part No. 9200

Instructions

Engine Timing Kit

for JLR 1.5 Petrol



**UK REGISTERED
DESIGN**

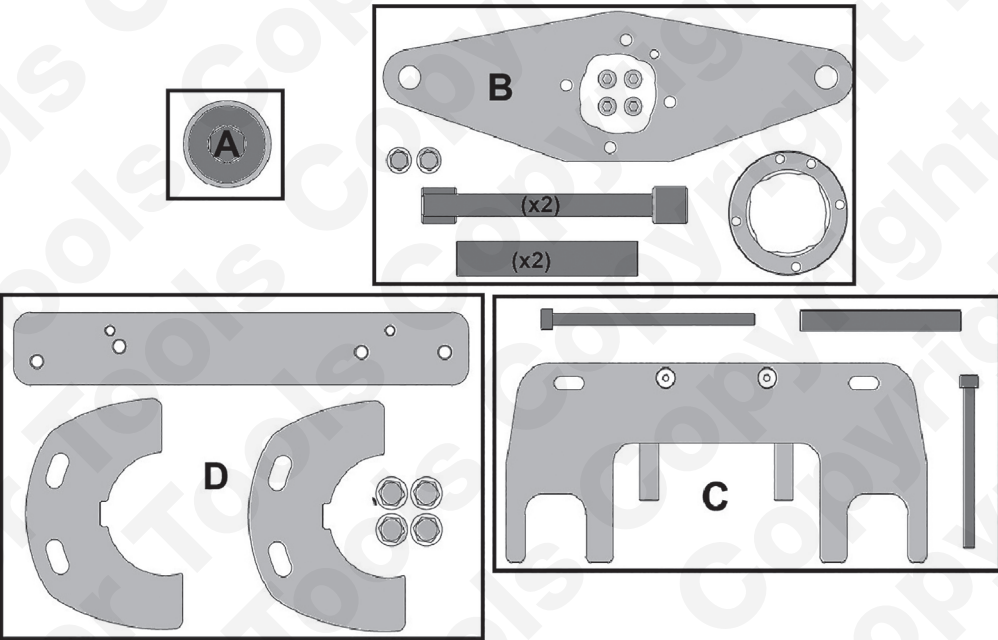
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Description

The Laser 9200 timing tool kit has been specially developed to allow the 1.5L petrol engines found in Jaguar Land Rover (JLR) vehicles from 2020 onwards to be locked in their timed position during timing chain replacement or timing checks.

- Applications include: Jaguar E-Pace (from 2020), Land Rover, Range Rover Evoque (from 2020).
- Engine applications include: 1.5L, AJ21 & PT153.
- Kit includes: cam & crankshaft holding & locking tools.
- Equivalent to OEM: JLR-303-1656, JLR-303-1630, JLR-303-1686, JLR-303-1655 & JLR-303-1654.
- For 2.0L AJ200 applications please see Laser Part No. 7430 (Diesel) & 8507 (Petrol). For AJ20D6 3.0L see Laser 9131 (Diesel). Made in Sheffield.

Kit List



Item	Comp. No.	Description	OEM No.
A	C1100	Crankshaft Pulley Turning tool	JLR-303-1656
B	C895	Crankshaft Pulley Locking Tool	JLR-303-1630
	C1103	Extended Bolts & Tubes	JLR-303-1686
C	C1101	Camshaft Locking tool	JLR-303-1655
D	C1102	Camshaft Adjuster Locking tool	JLR-303-1654

Applications

Make	Model	Year	Engine Codes
JAGUAR	E-Pace	From 2020	1.5
LAND ROVER	Range Rover Evoque	From 2020	AJ21/PT153
			PT153

Instructions for use

The following instructions are for guidance only. Please refer to OEM derived data such as the vehicles manufacturers own data or Autodata.

The use of this engine timing tool kit is purely down to the user's discretion and The Tool Connection Ltd cannot be held responsible for any damage caused whatsoever.



The vehicles fitted with this engine may be Hybrid or Mild-Hybrid and use high-voltage electricity that may present a risk of serious injuries. ALWAYS follow manufacturer's instructions when working with Hybrid vehicles.

Basic component use: for full instructions please refer to OEM or Autodata instructions.

The Laser 9200 does not require the user to drill and tap any extra holes in the engine cylinder head.

Instructions for use

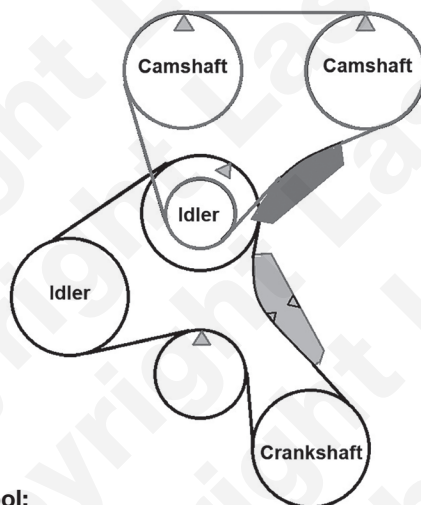
NOTE: Due to the timing chains being at the rear of the engine, removal and fitting of the timing chains requires the removal of the transmission and flywheel/drive plate.

- Turning the crankshaft in the normal direction of rotation, align the crankshaft pulley timing and camshaft as detailed by the OEM instructions.
- Replace all the components of the camshaft drive system, except camshaft adjusters and crankshaft sprocket.

Component A = Crankshaft turning Tool:

Used to turn the crankshaft and align the timing chain sprockets as shown. Marks on the chains should align to marks on the sprockets as shown in figure 1.

FIG: 1

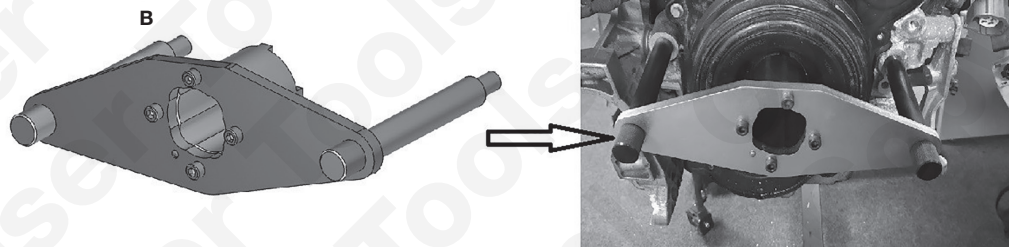


Component B = Crankshaft Pulley Locking Tool:

Used to lock and hold the crankshaft pulley in place.

- Working on the front of the engine, fit the crankshaft pulley locking tool as shown in figure 2.
- Assemble the crankshaft holding tool as shown in figure 2 and fit it to the crankshaft pulley.
- Once aligned fit the 2 holding bolts with sleeves as shown and tighten.

FIG: 2



NOTE: The following processes can be done with the camshaft cover still in place. Images here shown with the cam cover removed for clarity only.

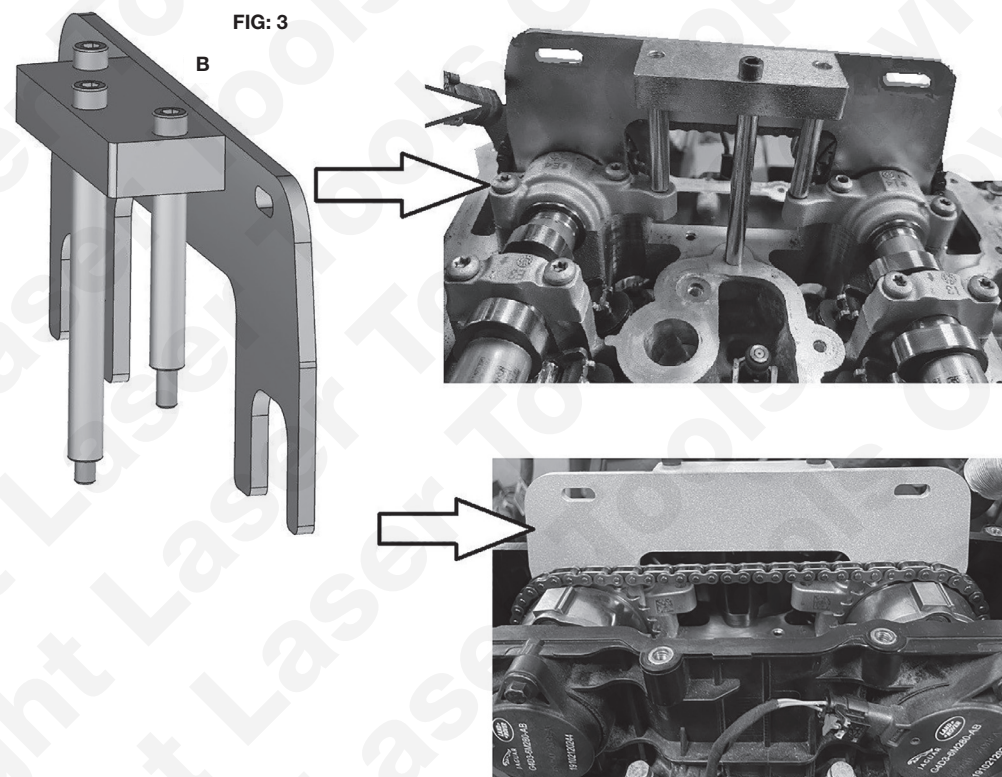
Component C = Camshaft locking:

Used to lock the camshafts independently of the camshaft sprockets and adjuster assemblies.

- Assemble and mount the camshaft locking tool (C) as shown in figure 3.

WARNING: Before loosening or tightening the camshaft sprocket fixings the camshaft adjuster locking tool (D) must be fitted.

FIG: 3

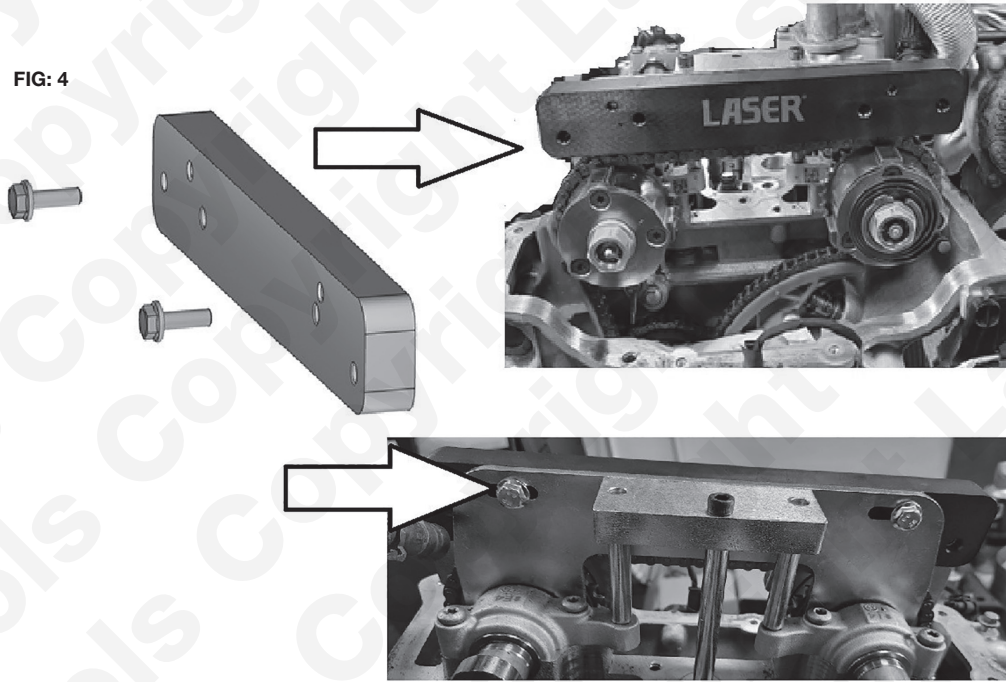


Component D = Camshaft Adjuster Locking Tool:

Used to lock and hold the camshaft adjusters and chain sprockets in their timed position.

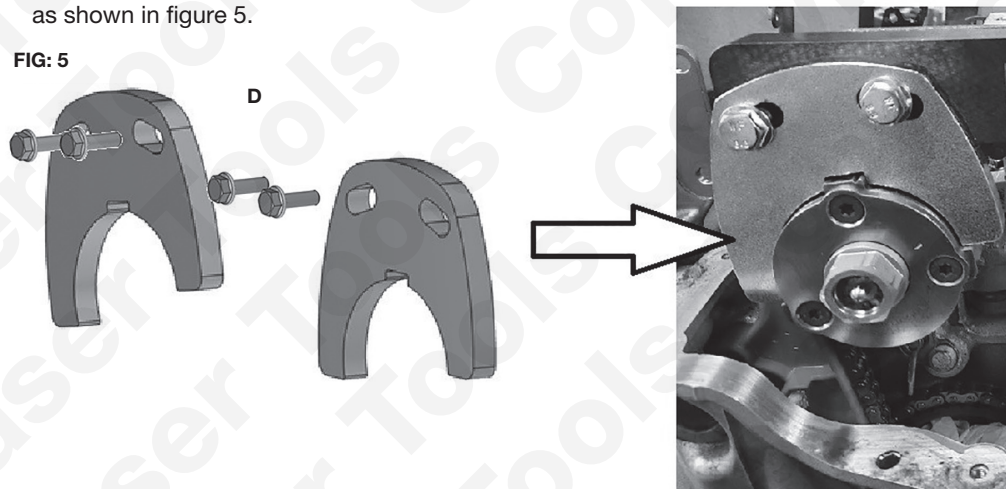
- Mount the cross beam from (D) on to the camshaft locking tool as shown in figure 4.

FIG: 4



- Mount the camshaft adjuster locking clamps as shown in figure 5.

FIG: 5





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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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