EUS®

3646 LAND ROVER V8 5.0 TIMING TOOL SET

MADE IN TAIWAN

scan for more

- Specifically for use on the post 2010 V8 5.0L petrol engines used across the Jaguar and Land Rover ranges.
- Applications include: Jaguar F-Type, XF, XFR/-S, XJ, XJR, XK8, XKR and Land Rover Discovery 4, Discovery, Range Rover and Range Rover Sport
- Engine codes include: AJ-133/508PS, AJ-133/508PN.
- Equivalent to OEM: 303-1482, 303-1445-1, 303-1447, 303-1445-5, 303-1303, 303-1452.

OEM	Description
303-1445-1	Cam Locking Block Type 1
303-1445-5	Cam Locking Block Type 2
303-1303	Crankshaft Locking Pin
303-1447	Crankshaft Locking Pin
303-1482	Pre-Tensioning Wrench
303-1452	Camshaft Rotating Tools x 2

Engine Code	
2.0	5.0cc, AJ-133/508PS, AJ-133/508PN, 508PS, 508PN, 508PS

Components A/B: Camshaft locking Block type 1 and 2With the slots in the rear of the camshafts aligned to the cylinder head as shown in Fig.1Use both components A and Bto lock the camshafts in position as shown in Fig. 2. Fit A and B after the crankshaft locking pin (D) has been installed.When fitting A and B tighten the fixing screws by hand.
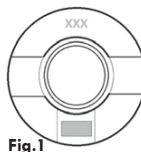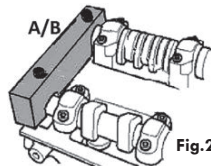

Fig.1

A/B

Fig.2

Components C/D: Crankshaft Locking PinsUsed to lock the crankshaft in its timed position via the crankshaft position sensor aperture. Remove the crankshaft position sensor and fit component C or D in place of the sensor according to OEM application information.Fig:3
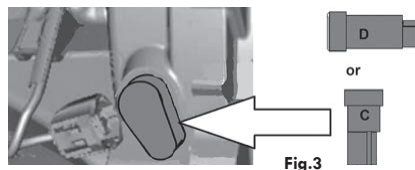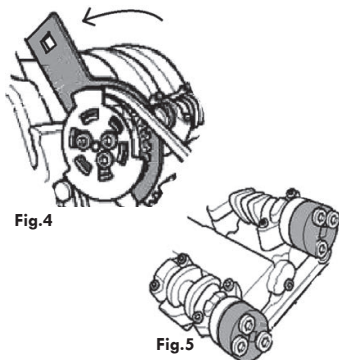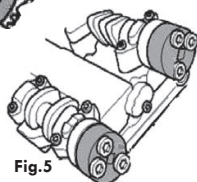

D

or

C

Fig.3

Fig.4

Component E: Timing Chain pre-tensioning Wrench Used to pre-tension the timing chain beforetightening the camshaft adjuster bolts see Fig. 4. It is designed to fit behind the camshaft sprockets and engage with the sprocket as shown. Component E must have the correct torque applied to it to ensure all slack in the chain between sprockets has been removed.To ensure the correct tension is applied please consult manufacturer's torque information.
Component F: Camshaft rotating tools
Used to rock the camshafts gently to ensure they are correctly held by camshaft locking tools (A/B) and turn the camshafts when the sprockets are not in place.

Fig.5