

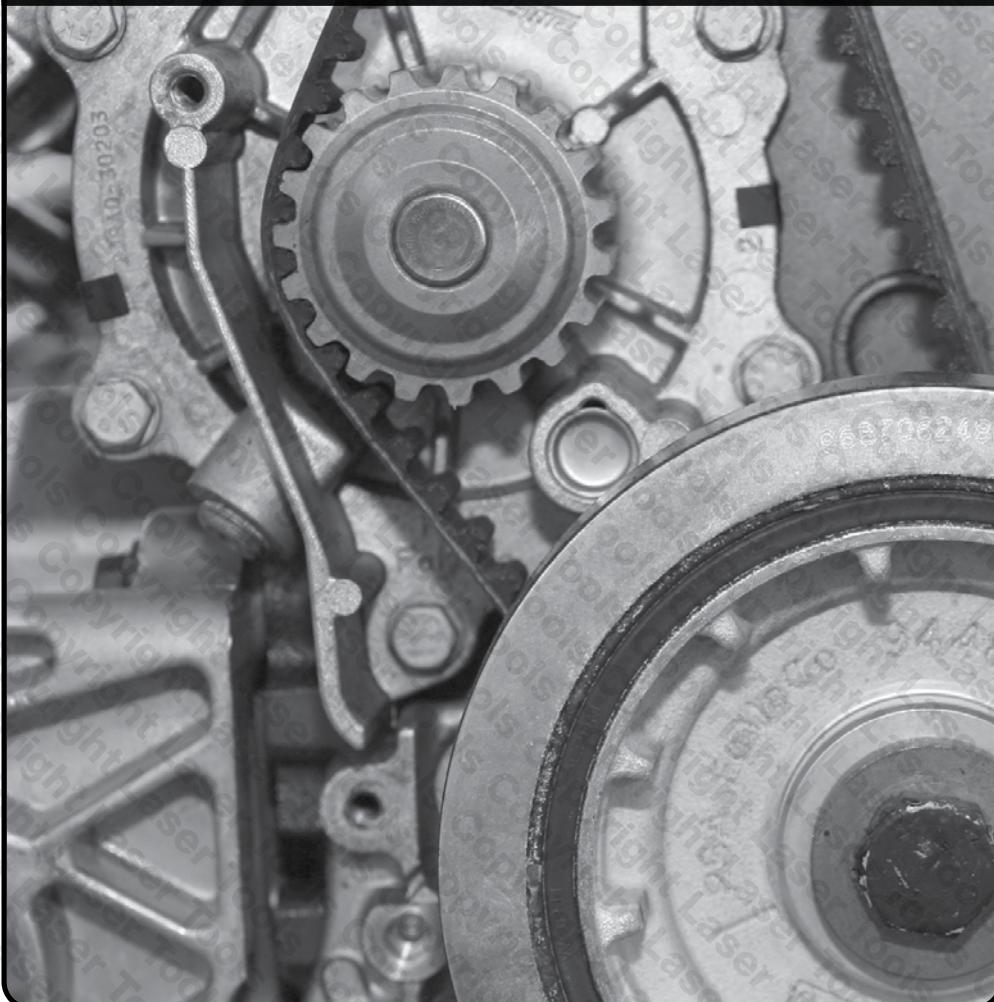
LASER®

Part No. 9318

Instructions

Hybrid Engine Timing Kit for JLR 2.0 Diesel

 MADE IN
SHEFFIELD



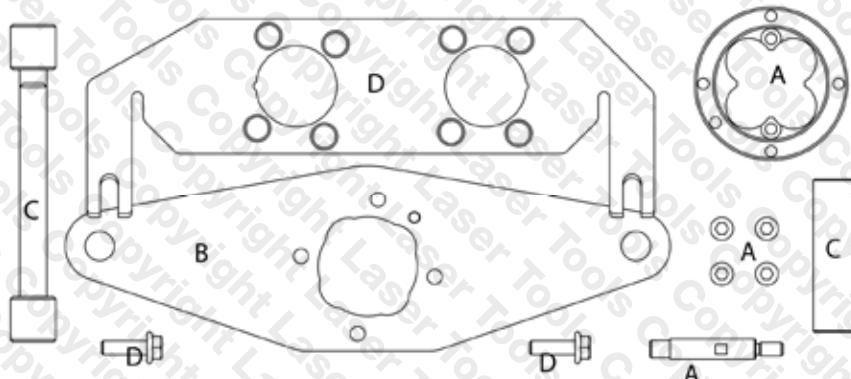
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Introduction

The JLR hybrid electric 2.0lt diesel engines use a modified version of their non-hybrid AJ200 engine. The modifications have resulted in the need for a new timing kit specifically for the hybrid diesel version of these engines. The Laser 9318 kit provides the new tools required for locking the crankshaft and the camshaft as required by OEM instructions.

- Vehicle applications include: Jaguar E-Pace (from 2020), F-Pace (from 2020), Land Rover Discovery Sport (2017 - 2021), Range Rover Evoque (from 2020), Range Rover Sport (2020 - 2022) & Range Rover Velar (from 2020).
- For locking the engine in its timed position so that the engine timing chain can be removed/replaced and the engine timing checked.
- Engine codes: Hybrid versions of AJ20, 204DTY, 204DTD & 204DTA.
- Equivalent to OEM: JLR-303-1630-1, JLR-303-1630, JLR-303-1686 & JLR-303-1689.
- For non-hybrid engines please refer to Laser Part No. 7430. Made in Sheffield.

Components



Ref.	Comp.	OEM No.	Description
A	C1114	JLR-303-1630-01	Crankshaft Pulley Locking Tool Adaptor
B	C895	JLR-303-1630	Crankshaft Pulley Locking Tool
C	C1103	JLR-303-1686	Crankshaft Pulley Locking Tool Alignment Pins
D	C1115	JLR-303-1689	Camshaft Sprocket Locking Tool

Applications

Make, Model, Year			Engine Codes
Jaguar	E-Pace	From 2020	2,0
	F-Pace	From 2020	AJ20/204DTY
Land Rover	Discovery Sport	2017 - 2021	204DTY
	Range Rover Evoque	From 2020	204DTD
	Range Rover Sport	2020 - 2022	204DTA
	Range Rover Velar	From 2020	

Instructions

The following instructions are for guidance only. Please refer to OEM derived data such as the vehicle 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.



Warning: Hybrid drive vehicles (including PHEV & MHEV):

Where the vehicle is a hybrid electric vehicle there may be a risk of injury due to electric shock. Please ensure all manufacturers' safety recommendations are followed at all times including any relevant HV disconnection processes and the use of appropriate PPE as specified by the vehicle manufacturer. No liability is accepted by the Tool Connection for injury or shock to personnel, property or equipment, however caused.

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

Instructions

Components A, B & C = Crankshaft Pulley Locking Tool

Used to align and lock the crankshaft into the timed position while the crankshaft pulley is mounted to the vehicle.

Attach the main centre boss (A) using the included cap head bolts to the base plate (B) as shown in figure 1.



Fig 1a

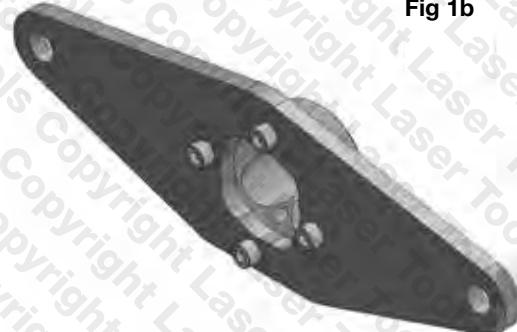


Fig 1b

Thread the alignment pins (A) into the adaptor until it seats using the two flats and a spanner as shown in figure 2.

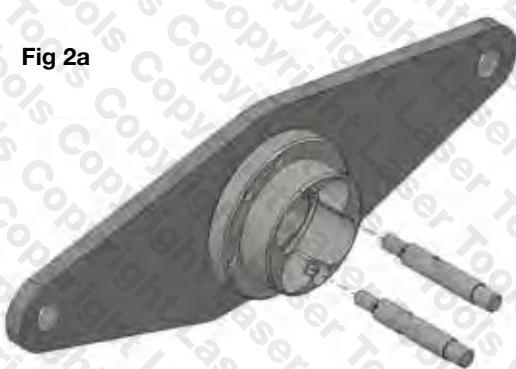


Fig 2a

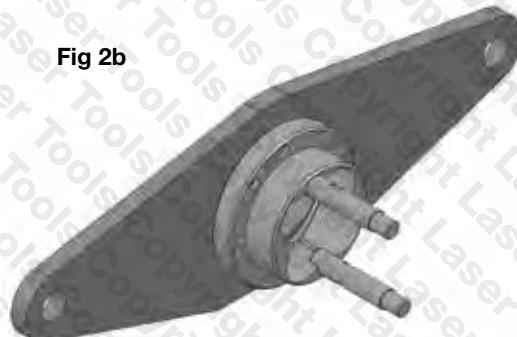


Fig 2b

Instructions

The crankshaft locking plate can then be bolted to the engine using the bolts and spacers (C), As shown in figure 3 and figure 4.

Fig 3a



Fig 3b

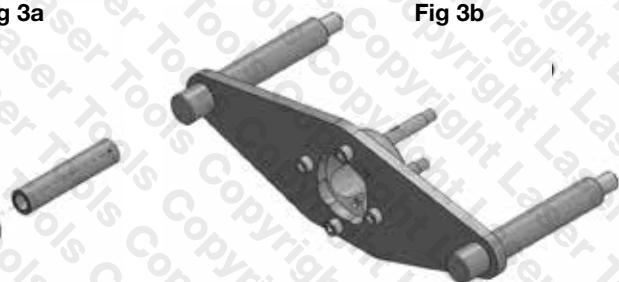


Fig 4



Instructions

Components D = Camshaft Locking Tool:

Used to lock and hold both the inlet and exhaust camshafts in place.

With the engine set in its timed position and the crankshaft locking tools (**A**, **B** & **C**) fitted; The Camshaft Locking Tool (**D**) can then be positioned into the camshaft sprockets using the flanged bolts (**D**) as shown in figure 5.

Fig 5



Safety Warnings - please read

- 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/chain has been removed.
- To make turning the engine easier, remove the spark plugs/glow plugs or injectors.
- 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.
- 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.**

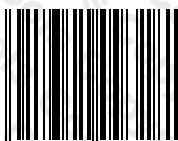
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If applicable, the applications database and any instructional information provided has been designed to offer general guidance for a particular tool's use and while all attention is given to the accuracy of the data no project should be attempted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

It is our policy to continually improve our products and thus we reserve the right to alter specifications and components without prior notice. It is the responsibility of the user to ensure the suitability of the tools and information prior to their use.



Safety First. Be Protected.



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