

**Un réglage incorrect ou déphasé du moteur peut endommager les soupapes.
The Tool Connection ne pourra pas être tenu responsable des dommages
résultant de l'utilisation de ces outils. Suivre toujours les instructions du
fabricant du véhicule.**

Consignes de sécurité. Lire attentivement.

- Débranchez les câbles de terre de la batterie (vérifiez que le code radio est disponible).
- Enlevez les bougies d'allumage ou de préchauffage pour faciliter la rotation du moteur.
- N'utilisez pas de produits de nettoyage sur les courroies, pignons ou galets.
- Notez toujours la trajectoire de la courroie d'entraînement auxiliaire avant de la déposer.
- Faites tourner le moteur dans le sens de rotation normal (sens horaire sauf indications contraires).
- Ne faites pas tourner l'arbre à cames, le vilebrequin ou la pompe d'injection de gasoil une fois que la chaîne de distribution a été enlevée (sauf indications contraires).
- N'utilisez pas la chaîne de distribution pour bloquer le moteur pendant le desserrage ou le serrage des boulons de poulies du vilebrequin.
- Ne faites pas tourner le vilebrequin ou l'arbre à cames lorsque la courroie ou la chaîne de distribution a été enlevée.
- Marquez le sens de la chaîne avant de la déposer.
- On recommande toujours de faire tourner lentement le moteur à la main et de vérifier à nouveau les positions de réglage de l'arbre à cames et du vilebrequin.
- Les vilebrequins et les arbres à cames ne peuvent tourner que lorsque le mécanisme d'entraînement par chaîne est complètement installé.
- Ne faites pas tourner le vilebrequin via l'arbre à cames ou d'autres pignons.
- Enlevez les bougies d'allumage ou de préchauffage pour faciliter la rotation du moteur.
- Vérifiez le réglage de la pompe d'injection de gasoil après avoir remplacé la chaîne.
- Vérifiez tous les couples de serrage.

**Nota : Ces instructions sont données uniquement à titre de référence.
Consultez les instructions du constructeur du véhicule ou d'un autre
fournisseur d'informations réputé.**

The Tool Connection Ltd recommande d'utiliser Autodata.



Garantie

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.



Part No. 5503

Outils de réglage de moteur

Moteurs à essence Honda
(moteurs à courroie)



Moteurs à essence Honda (moteurs à courroie)

Ce kit d'outillage a été introduit pour offrir une solution de remplacement moins encombrante que le kit principal Laser 4897.

Il a été conçu pour offrir non seulement les outils spéciaux indiqués par Honda pour les applications indiquées, mais également le boulon M6 de taille correcte, nécessaire pour verrouiller les tendeurs de courroie d'arbre à came à ressort que l'on trouve sur de nombreuses applications.

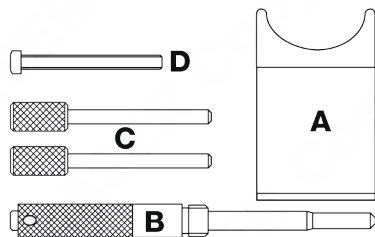
Nota : Ces instructions sont données uniquement à titre de référence. Consultez les instructions du constructeur du véhicule ou d'un autre fournisseur d'informations réputé. The Tool Connection Ltd recommande d'utiliser Autodata.

Applications

Codes moteur : B16A1 | B18C6 | F18A2 | F18A3 | F18B2 | F20A2/3/6/7/8 | F20B3/5/6/7 | F20Z1/2/3 | F20B3/5/6/7 | F22Z2 | F22B5/8 | H22A2/5/7/8 | F23A7 | F23Z5 | H23A2 | H23A3.

Honda: Civic 1.6 VTi/VTEC (91-95) | Accord 1.8, 2.0, 2.2, 2.3 (93-03)
Prelude 2.0, 2.2, 2.3 (92-01) | Shuttle 2.2, 2.3 (95-01) | Odyssey 2.2, 2.3 (98-01)

Sommaire



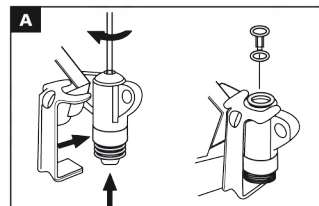
Ref	Code Composant	Réf. OEM	Description
A	C559	14540-P13-003	Collier de fixation de tendeur
B	C191	07LAG-PT20100 18G1671	Outil de blocage de l'arbre d'équilibrage
C	C089	07744-0010400	Goupilles de verrouillage d'arbre à came x 2
D	C067	M6 Bolt	Vis M6

Instructions

Description des composants

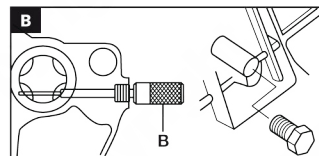
Composants A

Le composant (A) sert à bloquer le tendeur de courroie d'arbre à came dans son état comprimé au moment de la dépose et de la pose de la courroie. Concerne particulièrement les moteurs H22A2/5/6 et 8.



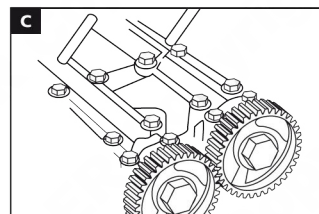
Composants B

Goupille spéciale pour bloquer l'arbre d'équilibrage. Le point d'accès se trouve sur le côté du bloc moteur, comme indiqué.



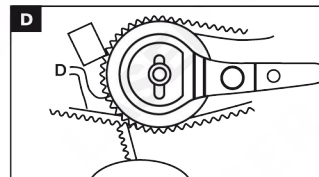
Composants C

Sert à bloquer les arbres à came sur leur position fixée sur les moteurs à double arbre à came.



Composants D

Vis M6 pour serrer et fixer le tendeur de courroie sur sa position rentrée. (Tendeur de type basculant)



Note: these instructions are provided for guidance only. Please refer to the vehicles manufacturers' instruction or a reputable data provider. The Tool Connection Ltd recommend Autodata.

Safety Precautions – 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 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

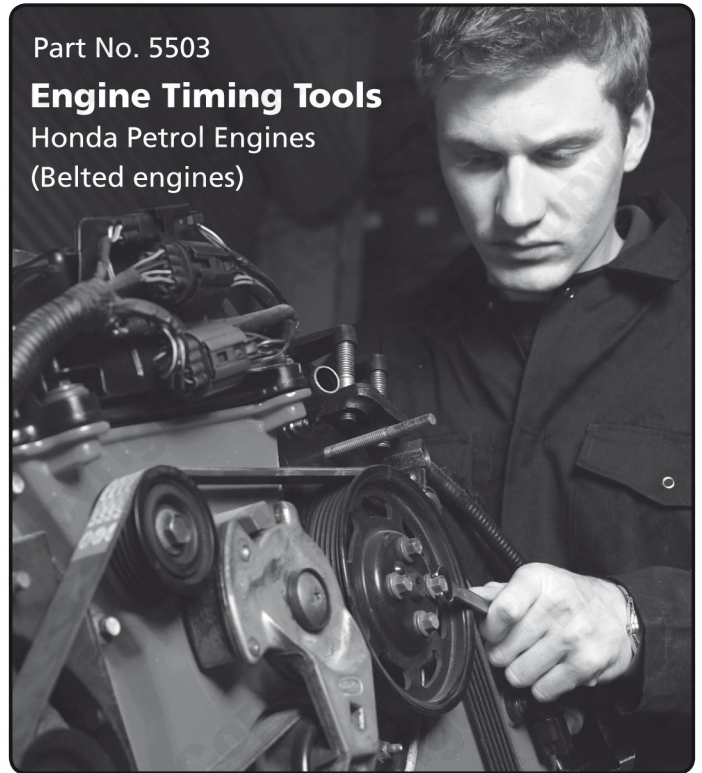
The Tool Connection cannot be held responsible for damage to engine or personnel whilst using this tool kit.



When you have finished with this tool please recycle it

Guarantee

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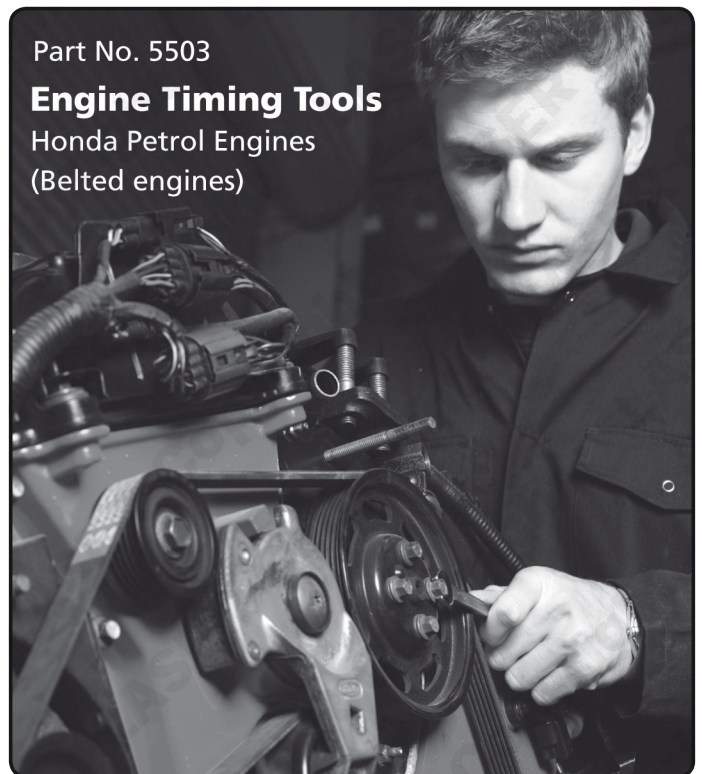
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Engine Timing Tool Set – Honda Petrol Engines (Belted engines)

This tool kit has been introduced to offer a smaller alternative to the Laser 4897 master kit.

It has been designed to offer not only the special tools listed by Honda for the applications listed but also the correctly sized M6 bolt that is required to lock the sprung loaded cam belt tensioners found on many of the listed applications.

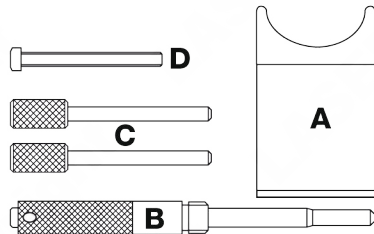
NB Some applications may call for the use of a crankshaft pulley holding tool. Laser offer two Crankshaft Pulley Holding tools separately list as 3760 and 3729

Applications

Engine codes: B16A1 | B18C6 | F18A2 | F18A3 | F18B2 | F20A2/3/6/7/8 | F20B3/5/6/7 | F20Z1/2/3 | F20B3/5/6/7 | F22Z2 | F22B5/8 | H22A2/5/7/8 | F23A7 | F23Z5 | H23A2 | H23A3.

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Plan Layout



Ref	Code	OEM Ref	Description
A	C559	14540-P13-003	Tensioner Clamp
B	C191	07LAG-PT20100 18G1671	Balancer Shaft Locking Tool
C	C089	07744-0010400	Camshaft Locking Pins x 2
D	C067	M6 Bolt	M6 Setscrew

2

Engine Timing Tool Set – Honda Petrol Engines (Belted engines)

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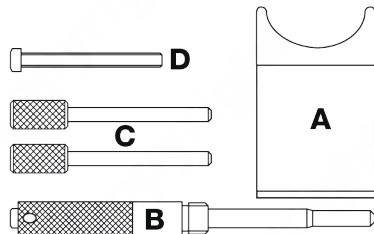
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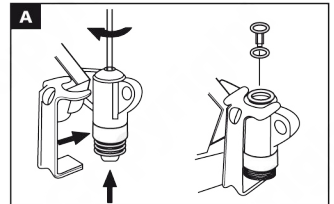
2

Instructions

Component Descriptions

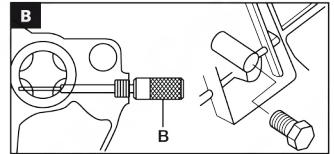
Components A

Component (A) is used to hold the cam belt tensioner in its compressed state whilst removing and fitting the belt. Particularly relevant to the H22A2/5/6 and 8 engines.



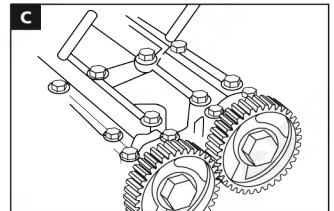
Components B

A specially designed pin used to lock the balancer shaft. The access point is in the side of the block as shown



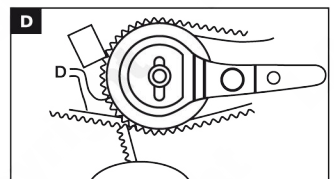
Components C

Used to lock the camshafts in their set position on twin cam engines.



Components D

M6 Setscrew designed to clamp the belt tensioner in its retracted position. (Swing type tensioner)



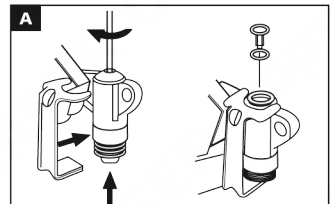
3

Instructions

Component Descriptions

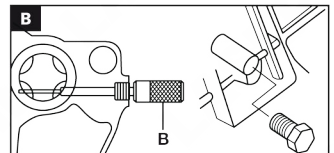
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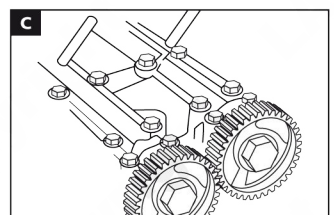
Components B

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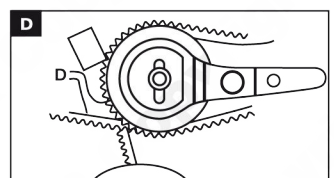
Components C

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Components D

M6 Setscrew designed to clamp the belt tensioner in its retracted position. (Swing type tensioner)



3

Eine falsche bzw. falsch synchronisierte Motorsteuerung kann zu einer Beschädigung der Ventile führen. The Tool Connection kann nicht für Schäden haftbar gemacht werden, die auf die Verwendung dieser Werkzeuge zurückgehen. Immer die Anweisungen des Fahrzeugherstellers befolgen.



Vorsichtsmaßnahmen – bitte durchlesen

- Débranchez les câbles de terre de la Batterie (Die Massekabel der Batterie abziehen (den Radiocode bereithalten))
- Die Zünd- oder Glühkerze entfernen, um die Kurbelwelle einfacher drehen zu können.
- Keine Reinigungsflüssigkeiten an Riemen, Ritzeln oder Rollen verwenden.
- Immer den Verlauf des Zusatzantriebsriemens vor dem Ausbau notieren.
- Die Kurbelwelle in die normale Richtung drehen (nach rechts, sofern nicht anders angegeben).
- Die Nockenwelle, Kurbelwelle oder Dieseleinspritzpumpe nicht drehen, sobald die Steuerkette ausgebaut wurde (sofern nicht anders ausdrücklich genannt).
- Die Steuerkette nicht zum Blockieren des Motors beim Lockern oder Anziehen der Schrauben der Kurbelwellenriemenscheibe verwenden.
- Die Kurbelwelle oder die Nockenwelle nicht drehen, wenn der Steuerriemen/die Steuerkette ausgebaut wurde.
- Die Richtung der Kette vor dem Ausbau markieren.
- Die Kurbelwelle langsam und von Hand drehen, dabei die Steuerstellung der Nocken- und Kurbelwelle immer wieder überprüfen.
- Die Kurbelwellen und Nockenwellen dürfen nur gedreht werden, wenn der Kettenantriebsmechanismus vollständig eingebaut ist.
- Die Kurbelwelle nicht über die Nockenwelle oder andere Zahnräder drehen.
- Die Zünd- oder Glühkerze entfernen, um die Kurbelwelle einfacher drehen zu können.
- Die Synchronisation der Dieseleinspritzpumpe nach dem Kettenwechsel überprüfen.
- Alle Anzugsdrehmomente einhalten.

Diese Anweisungen dienen nur als Leitfaden. Siehe Anweisungen des Fahrzeugherstellers oder anderer namhafter Datenlieferanten. Tool Connection Ltd empfiehlt hierzu Autodata.



When you have finished with this tool, please recycle it.

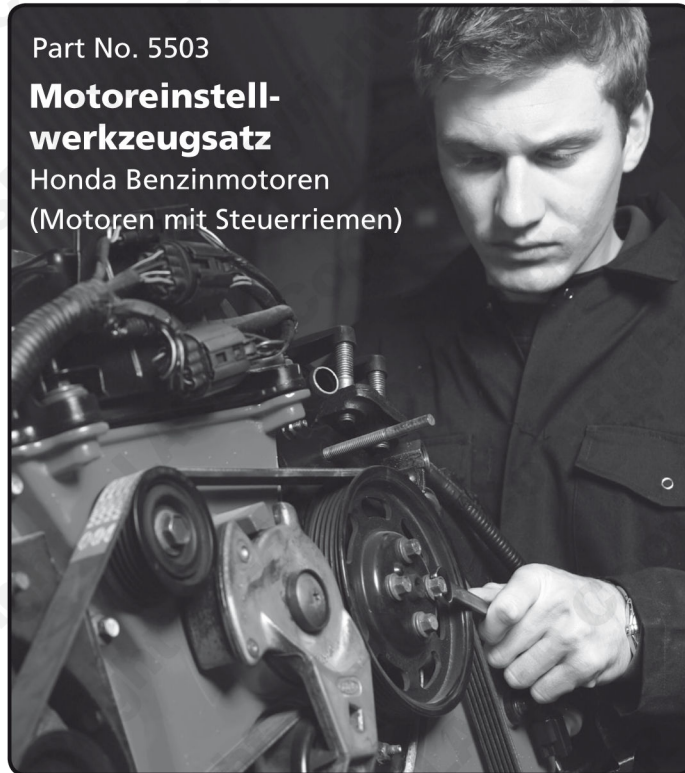
Garantie

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Part No. 5503

Motoreinstell- werkzeugsatz

Honda Benzinmotoren
(Motoren mit Steuerriemen)



Honda Benzinmotoren (Motoren mit Steuerriemen)

Dieser Werkzeugsatz wurde eingeführt, um eine kleinere Alternative zum Hauptwerkzeugsatz Laser 4897 anzubieten.

Er wurde entwickelt, um nicht nur die Spezialwerkzeuge anzubieten, die von Honda für die aufgeführten Anwendungen aufgeführt werden, sondern auch die richtig bemessene M6-Schraube, die erforderlich ist, um die federbelasteten Steuerriemenspanner zu verriegeln, die bei vielen der aufgeführten Anwendungen zu finden sind.

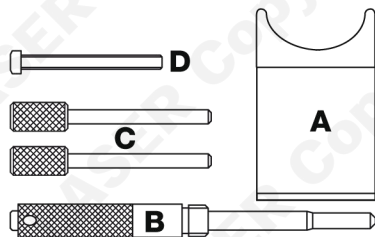
Beachten Sie, dass einige Anwendungen nach der Verwendung eines Kurbelwellenriemenscheiben-Haltwerkzeugs verlangen können. Laser bietet zwei Kurbelwellenriemenscheiben-Haltwerkzeuge an, die separat aufgeführt sind als 3760 und 3729.

Anwendungen

Motorcodes: B16A1 | B18C6 | F18A2 | F18A3 | F18B2 | F20A2/3/6/7/8 | F20B3/5/6/7
F20Z1/2/3 | F20B3/5/6/7 | F22Z2 | F22B5/8 | H22A2/5/7/8 | F23A7 | F23Z5 | H23A2 | H23A3.

Honda: Civic 1.6 VTI/VTEC (91-95) | Accord 1.8, 2.0, 2.2, 2.3 (93-03)
Prelude 2.0, 2.2, 2.3 (92-01) | Shuttle 2.2, 2.3 (95-01) | Odyssey 2.2, 2.3 (98-01)

Inhalt



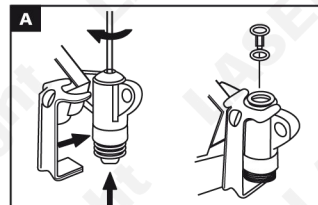
Ref	Bauteilcode	OEM-Vergleichsnummer	Beschreibung
A	C559	14540-P13-003	Spannerklemme
B	C191	07LAG-PT20100 18G1671	Ausgleichswellen-Fixierwerkzeug
C	C089	07744-0010400	Nockenwellen-Fixierdorne x2
D	C067	M6 Bolt	M6 Gewindestift

Anweisungen

Beschreibung der Werkzeuge

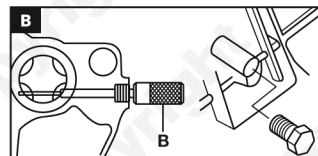
Bauteile A

Bauteil (A) wird verwendet, um den Steuerriemenspanner in seinem gespannten Zustand zu fixieren, während der Riemen ausgebaut und eingebaut wird. Besonders relevant für die Motoren H22A2/5/6 und 8.



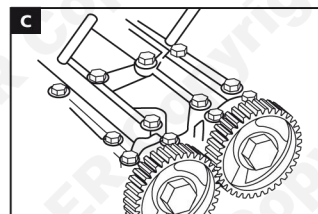
Bauteile B

Ein speziell entwickelter Stift, mit dem die Ausgleichswelle fixiert wird. Der Zugangspunkt befindet sich wie gezeigt in der Seite des Blocks.



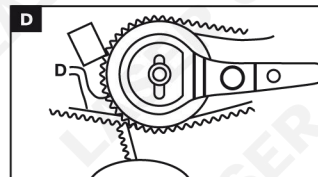
Werkzeug C

Wird verwendet, um die Nockenwellen in ihrer eingestellten Position bei Motoren mit zwei Nockenwellen zu fixieren.



Werkzeug D

Der M6 Gewindestift wurde entwickelt, um den Riemenspanner in seiner eingefahrenen Position zu klemmen. (Schwenkspanner)



Um sincronismo incorrecto ou desfasado do motor pode provocar danos nas válvulas. A Tool Connection não pode, de modo algum, ser responsabilizada por quaisquer danos provocados pela utilização destas ferramentas. Compre sempre as instruções do fabricante do veículo.



Precauções de segurança – Leia, por favor

- Desligue os fios de terra da bateria (verifique se o código do rádio está disponível)
- Remova as velas de ignição ou de incandescência para que o motor rode mais facilmente
- Não aplique líquidos de limpeza na correias, carretos ou roletos
- Antes de proceder à remoção, tome sempre nota do trajecto da correia da transmissão auxiliar
- Rode o motor na direcção normal (no sentido dos ponteiros dos relógios, a menos que indicado em contrário)
- Não rode a árvore de cames, a cambota ou a bomba de injeção diesel depois de remover a correia da distribuição (a menos que especificamente indicado)
- Não utilize a correia da distribuição para bloquear o motor quando desapertar ou apertar os parafusos da polia da cambota
- Não rode a cambota ou a árvore de cames quando a correia da distribuição estiver removida
- Antes de remover, assinala a direcção da correia
- É sempre recomendável rodar o motor lentamente, com a mão, e inspeccionar novamente as posições de sincronismo da árvore de cames e da cambota.
- As cambotas e as árvores de cames só podem ser rodadas com o mecanismo da corrente da transmissão completamente instalado.
- Não rode a cambota através da árvore de cames ou outras engrenagens
- Remova as velas de ignição ou de incandescência para que o motor rode mais facilmente
- Verifique o sincronismo da bomba de injeção diesel depois de reinstalar a correia
- Cumpra todos os binários de aperto

Note: estas instruções destinam-se apenas a consulta. Queira consultar as instruções do fabricante do veículo ou outra fonte de dados fidedigna. A Tool Connection Ltd recomenda a utilização da Autodata.



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Conjunto de ferramenta de sincronismo do motor

Motores a gasolina Honda
(motores com correia)



Motores a gasolina Honda (motores com correia)

Este kit de ferramentas foi introduzido para disponibilizar uma alternativa de menor dimensão ao kit principal Laser 4897.

Foi desenvolvido para disponibilizar as ferramentas especiais indicadas para a Honda, para as aplicações discriminadas, bem como para o parafuso M6 de dimensão correcta que é necessário para bloquear os tensores da correia da distribuição com carga de mola existentes em muitas das aplicações indicadas.

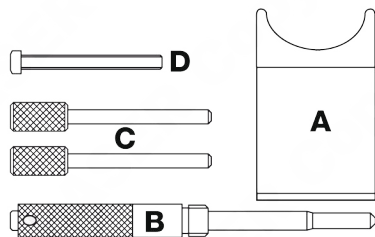
NB Algumas aplicações podem exigir a utilização de uma ferramenta de retenção da polia da cambota. A Laser disponibiliza duas ferramentas para retenção da polia da cambota discriminadas separadamente como 3760 e 3729

Aplicações

Códigos do motor: B16A1 | B18C6 | F18A2 | F18A3 | F18B2 | F20A2/3/6/7/8 | F20B3/5/6/7 F20Z1/2/3 | F20B3/5/6/7 | F22Z2 | F22B5/8 | H22A2/5/7/8 | F23A7 | F23Z5 | H23A2 | H23A3.

Honda: Civic 1.6 VTi/VTEC (91-95) | Accord 1.8, 2.0, 2.2, 2.3 (93-03)
Prelude 2.0, 2.2, 2.3 (92-01) | Shuttle 2.2, 2.3 (95-01) | Odyssey 2.2, 2.3 (98-01)

Conteúdo



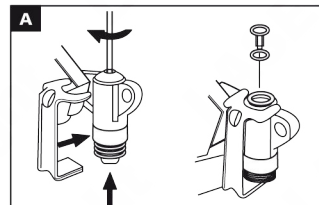
Ref	Código	OEM Ref	Descrição
A	C559	14540-P13-003	Grampo do tensor
B	C191	07LAG-PT20100 18G1671	Ferramenta de bloqueio do veio do balanceiro
C	C089	07744-0010400	Cavilhas de bloqueio da árvore de cames x2
D	C067	M6 Bolt	Parafuso de fixação M6

Instruções

Descrições dos componentes

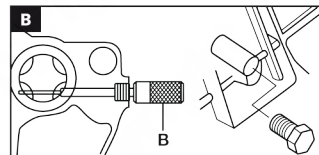
Componentes A

O componente (A) é utilizado para fixar o tensor da correia da distribuição no estado comprimido durante a remoção e a instalação da correia. Particularmente relevante para os motores H22A2/5/6 e 8.



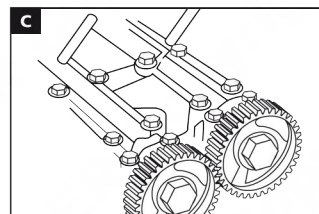
Componentes B

Uma cavilha especialmente desenvolvida para bloquear o veio do balanceiro. O ponto de acesso situa-se na parte lateral do bloco, conforme ilustrado.



Componentes C

Utilizado para bloquear as árvores de cames na posição definida em motores twin cam.



Componentes D

Parafuso de fixação M6 desenvolvido para fixar o tensor da correia na posição retraída. (Tensor de tipo oscilante)

