

Kamasa-TOOLS®

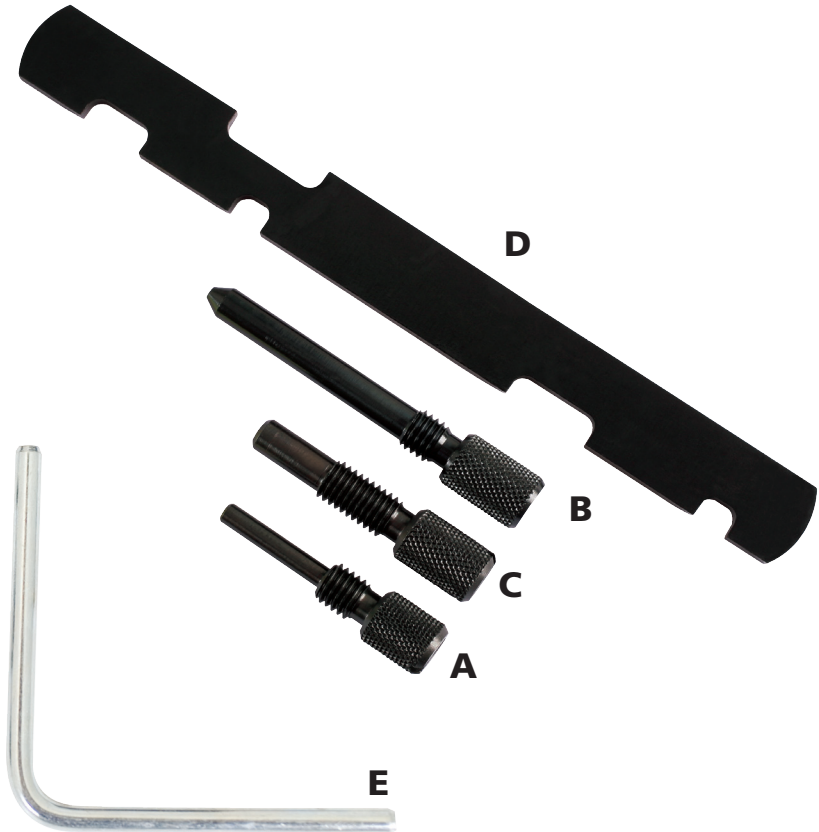
Engine Timing
Tool Kit

Focus | C-Max
1.6 | 1.4 | 1.6
and Fiesta
Fusion
1.24 | 1.4 | 1.6
OEM 303-376B

K 10546

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Plan Layout



| Ref | Oem Ref. | Description |
|----------|------------------------------|--------------------------------|
| A | 21-210 303-507 | Crankshaft Timing Pin |
| B | 21-163 303-574 | Crankshaft Timing Pin |
| C | 21-259 303-748 | Crankshaft Timing Tool |
| D | 21-162B 303-376 303-376B | Alignment Plate |
| E | T10060/A | Auxiliary Drive Belt Tensioner |

Applications

The application list for this product has been compiled cross referencing the OEM Tool Code with the Component Code.

In most cases the tools are specific to this type of engine and are necessary for Cam belt or chain maintenance.

If the engine has been identified as an interference engine valve to piston damage will occur if the engine is run with a broken Cam belt.

A compression check of all cylinders should be performed before removing the cylinder head.

Always consult a suitable work shop manual before attempting to change the Cam belt or Chain.

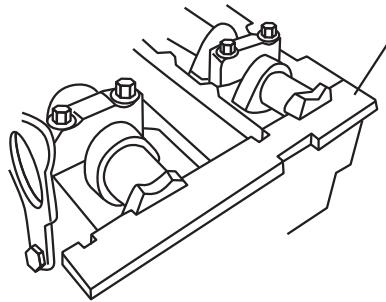
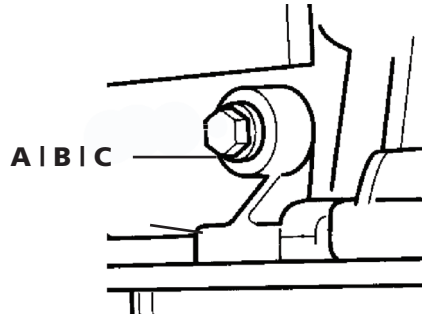
The use of these engine timing tools is purely down to the user's discretion and Tool Connection cannot be held responsible for any damage caused what so ever.

ALWAYS USE A REPUTABLE WORKSHOP MANUAL

| Manufacturer | Model | Style | Engine Code | Year |
|--------------|--------|---------------------------|---|-----------------|
| Ford | Cougar | 2.0 16v | Zetec | 1999 |
| Escort | Orion | 1.6 1.8 16v | RKC L1K L1H | 1991-98 |
| Fiesta | Puma | 1.25 1.4 | DHA DHB DHC DHD FHA FHE | 1995-97 |
| Fiesta | XR2i | 1.25 1.4 1.6 | DHA DHB DHC DHE DHF DHG HA FHE L1T L1V | 1997-02 |
| Fiesta | Fusion | 1.25 1.4 1.6 | FUJA FUJB FXJA FXJB FYJA FYJB F8JA F8JB M7JA M7JB | 2002-07 |
| Focus | | 1.4 1.6 1.8 2.0 16v | | 1998-00 |
| Focus | | 1.8 TDi | Zetec | 2002-03 1998-00 |
| Focus | | 1.4 1.6 | Zetec | 2002-03 |
| Focus | | 1.6 1.6 16v TI-VCT | FXDA/C FXDB/D FYDA/C FYDB/D DYDH | 1998-05 |
| Focus | CMax | 1.6 1.8 2.0 16v | HWDA HWDB | 2003-07 |
| Mondeo | | 1.8 16V | L1F L1J RKA RKB NGA | 1993-00 |
| RS1800 | | 1.7 | RDB RQB RQC | 1991-98 |
| Puma | | 1.25 | MHA | 1997-2000 |
| Mazda | 121 | 1.7 | DHA | 1995-98 |

Instructions

1. Camshaft Setting / Locking Plate is used to accurately align a datum slot, located in the end of the camshafts. The various slots cut into the edge of the plate permit clearance around adjacent parts.
2. Follow the service manual instructions to remove the camshaft cover and timing belt cover.
3. Turn engine in the normal direction of rotation until the camshaft setting/locking plate can be inserted into the machined slot in the end of the camshaft.
4. Crankshaft TDC Location Pin is designed to screw into the cylinder block and provide a stop for the crankshaft to be positioned against to set the TDC position.
5. Turn the engine in the normal direction of rotation until the timing mark on the injection pump sprocket lines up with the cast lug on the timing cover.
6. Remove the plug from the cylinder block access hole and screw in the TDC location pin.
7. Slowly turn the crankshaft clockwise until the web makes contact with the end of the pin. Number 1 cylinder is now set at TDC on ignition stroke.





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