

Safety Warnings - please read

- Wear eye and hand protection when using this tool kit.
- Always carefully clean the tool components after each use.
- Keep the tool components safe and tidy in the supplied case.
- Do not use the kit for any purpose other than for which it is designed.



Safety First. Be Protected.

Our products are designed to be used correctly and with care for the purpose for which they are intended. No liability is accepted by the Tool Connection for incorrect use of any of our products, and the Tool Connection cannot be held responsible for any damage to personnel, property or equipment when using the tools. Incorrect use will also invalidate the warranty.

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.

LASER[®]

Part No. 6952

Cambelt Timing Kit Ford 1.0GTDI



Instructions

Camshaft
Locking blocks 



Butts of Bawtry

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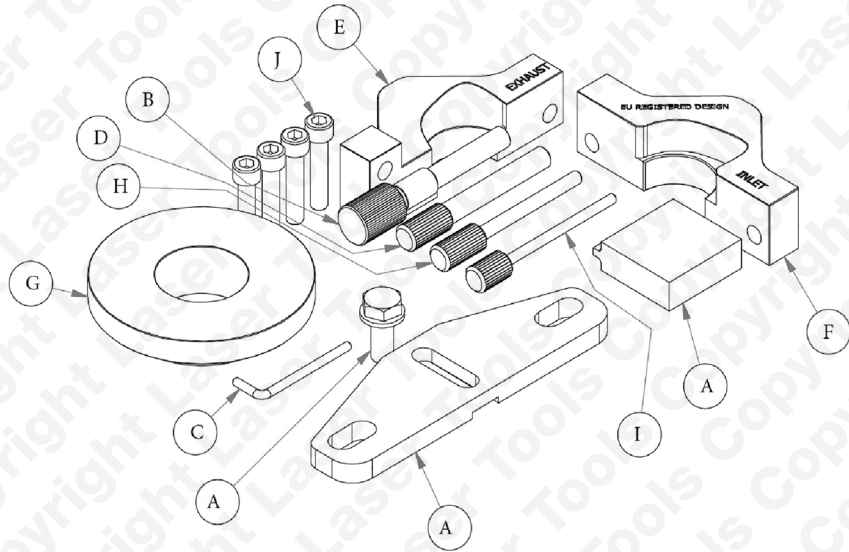
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Introduction

Developed to lock the engines of the vehicles listed in their “timed” position so that the cambelt can be safely removed and replaced. Whilst being equivalent to the OEM tools required for the engines listed the cam-locking blocks have been specially designed to be quicker and much simpler to use than the OEM tooling.

Please note: where the VCT pulleys require removing or setting the additional kit part 6291 will also be required.

Components

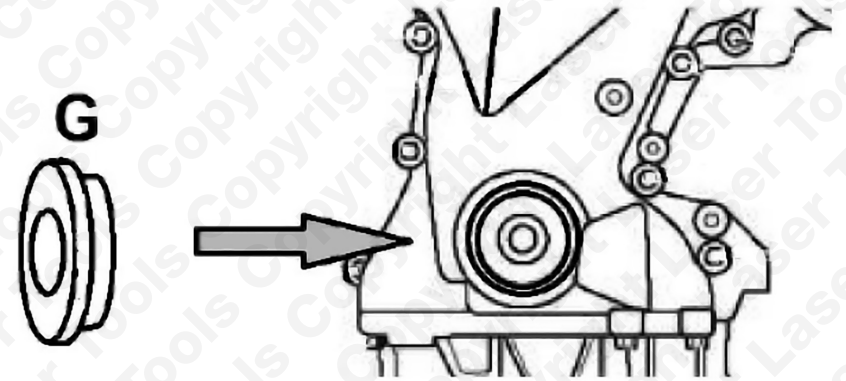


Ref.	Comp. Code	Description	OEM No.
A	C701	Flywheel Locking Tool	303-1602
B	C702	Crankshaft Timing Pin	303-1604
C	C282	Tensioner Pulley Locking Pin	303-1054
D	C101	Crankshaft Pulley Locking Pin	303-732
E	C703	Camshaft Setting Block Exhaust	Equivalent to 303-1605/2
F	C704	Camshaft Locking Block Inlet	Equivalent to 303-1605/1
G	C705	Oil Seal Installer	303-1603
H	CO89	Tensioner Pin (Ecosport only)	8mm Pin
I	C488	Tensioner Pin (Not For Ecosport only)	4mm Pin
J		Bolts for E&F	

Instructions

Component G

Used to fit the new front crankshaft oil seal into the front cover after the front cover has been fitted to the engine.



N.B. Observe manufacturers tightening sequence and torques for the front cover bolts.

Instructions

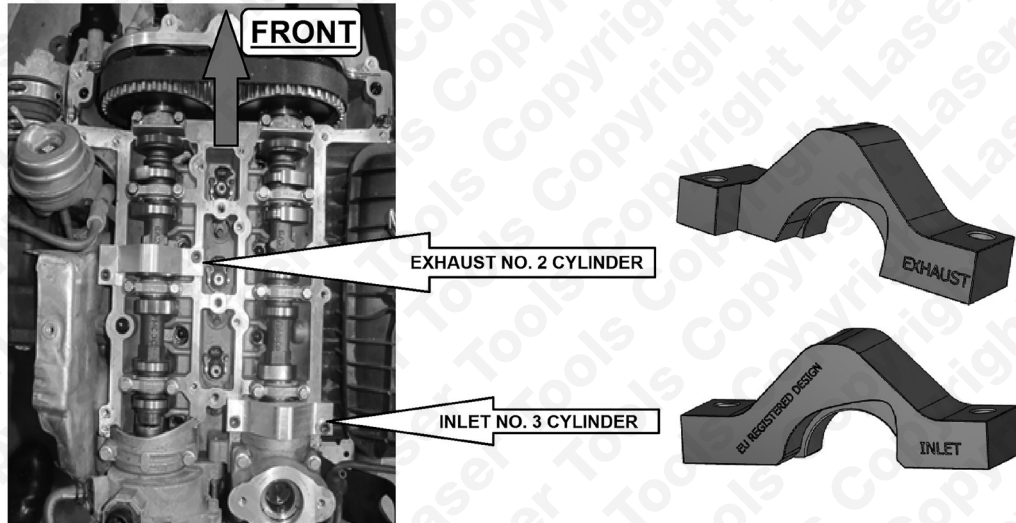
Component E & F

Used to lock the camshafts in their timed position independently of their pulleys.

With component **B** already fitted and the engine at TDC No.1 cylinder.

Fit the components **E** and **F** ensuring they seat on the surface of the cylinder head.

Fit fixing bolts hand tighten (use the cam cover bolts for this purpose).



N.B. On engines equipped with VCT, if the VCT pulleys require removal or loosening ensure their initial position is marked with chalk or paint. Additional tooling will be required to set the position of the VCT pulleys, see Laser Part No. 6291.

Applications

Manufacturer	Model	Year	Variant	Engine Size	Engine Codes
Ford	B-MAX	2012-2017	EcoBoost	1.0lt	M1CA, M1CB, M1DA, M1DB, M1JA, M1DD, M1JA, M1JC, M1JE, M1JH, M1JJ, M2DA, M2DB, M2DC, M2GA, M2GB, P4JA, P4JB, P4JC, P4JD, SFCA, SFCB, SFCC, SFCD, SFDB, SFJA, SFJB, SFJC, SFJD, XMJA, XMJB, XMJC, XMJD, YYJA, YYJB
	C-MAX	2012-2017	Zetec S Red		
	EcoSport	2013-2017	Black edition		
	Fiesta	2013-2017	SCTi EcoBoost		
	Focus	2012-2017	ECONetic		
	Grand C-MAX	2012-2017			
	Grand Tourneo Connect	2013-2017			
	Mondeo	2015-2017			
	Tourneo Connect	2013-2017			
	Transit Connect	2013-2017			
Transit Courier	2014-2017				

Precautions

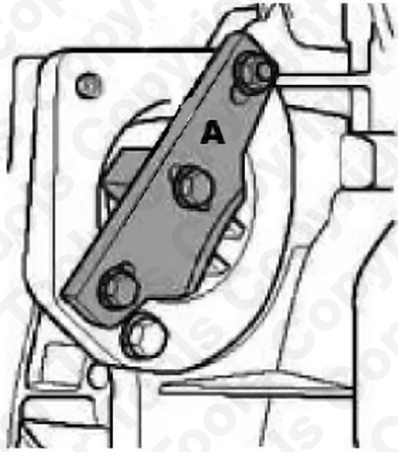
- Always refer to manufacturer specific data and instructions.
- The camshaft drive belt on the EcoBoost 1.0lt engine is “oil bathed”. The front engine casing must be removed to gain access.
- Turn engine to TDC number one before disassembly of engine.
- Remove starter motor and use component A to hold the flywheel when undoing the crankshaft pulley bolt.

Instructions

Component A

Used to lock the flywheel when loosening and tightening the crankshaft pulley bolt.

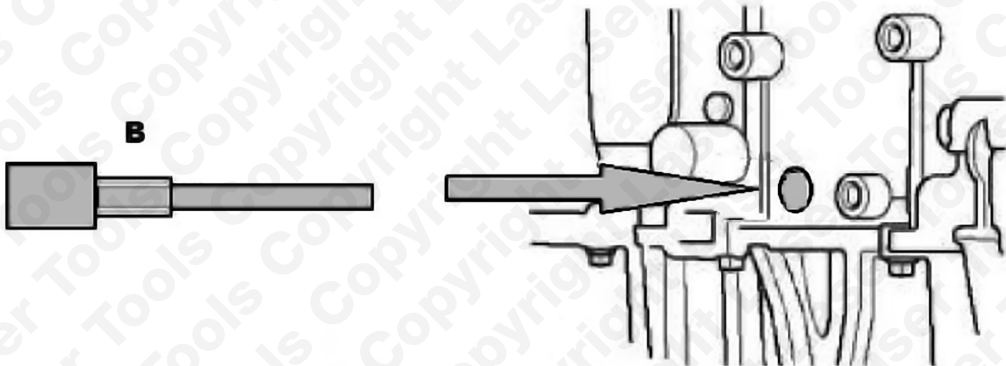
Remove the starter motor, assemble component **A** as shown and fit in the starter aperture so that its tooth locks the flywheel.



Component B

Used to set the crankshaft position.

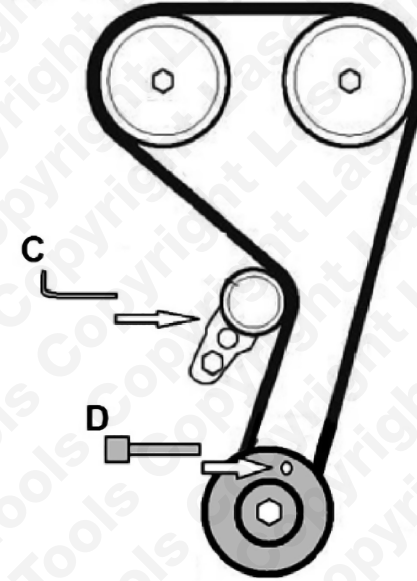
Remove the blanking plug in the side of the engine block as shown and fit component **B**. Turn the crankshaft slowly clockwise until the crankshaft web contacts the end of component **B**.



Instructions

Component C

Used to lock the belt tensioner in its fully retracted position as shown.



Component D

Used to initially set the position of the crankshaft via a hole in the front crankshaft pulley as shown above.