Part No. 8945

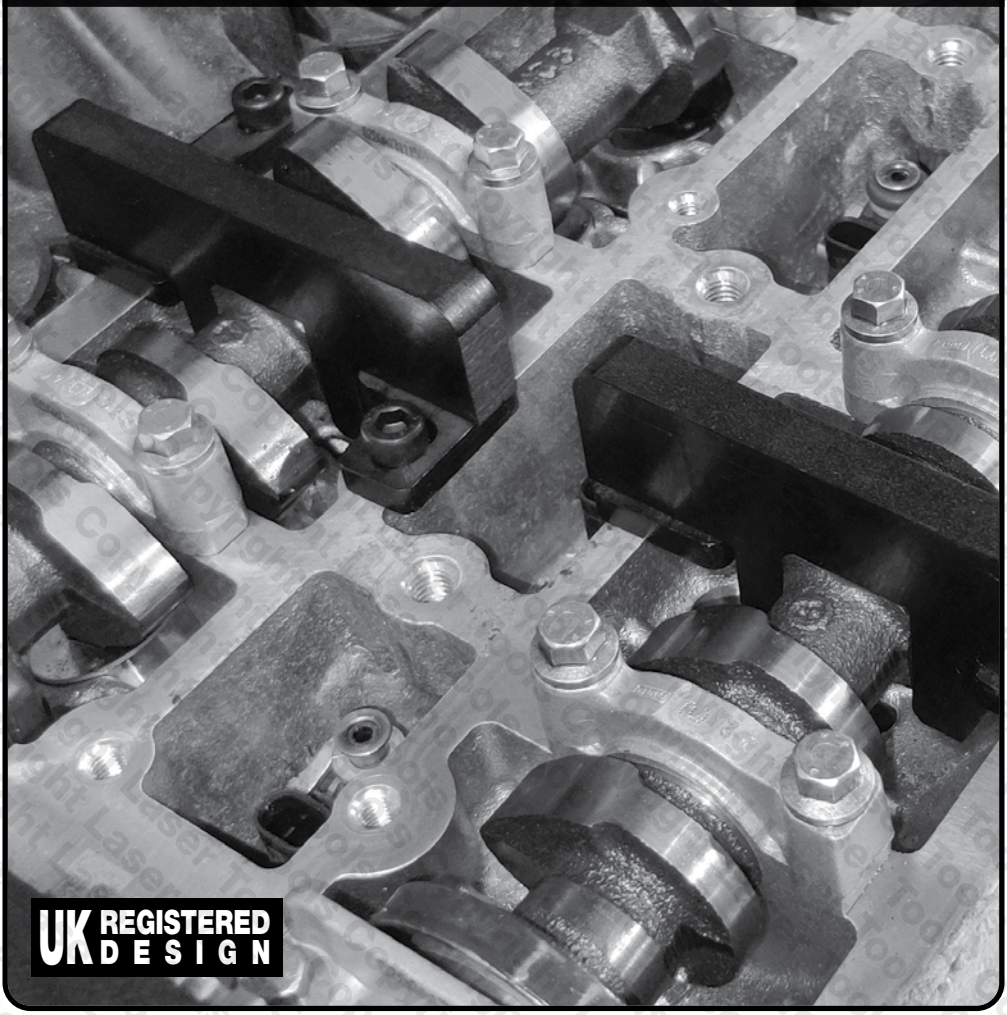
LASER®

Instructions

Engine Timing Kit

for 1.0 Wet Belt Non-Turbo Ford Petrol

MADE IN SHEFFIELD



UK REGISTERED DESIGN

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Description

Designed specifically for the 1.0 litre 3 cylinder normally aspirated petrol engine from Ford, the 7828 kit provides all the tools required to set the engine timing. Our specially designed cam locking bridges offer an easy to use and more positive method of locking the camshaft than even the OEM tools can offer, ensuring the camshafts are securely locked in position quickly and easily.

- Applications include: Ford Fiesta (from 2013) 1.0lt Non-Turbo petrol engine codes: P4JA, P4JB, P4JC, P4JD, XMJA, XMJB, XMJC, XMJD and XTCA.
- For setting of the Variable Camshaft Timing (VCT) units, please use Laser Part No. 6291. For Ecoboost Turbo 1.0L engine timing, please see Laser Part No. 6952 (if you already own the Laser timing tool Part No. 6952, the camshaft locking blocks for 1.0L non-turbo are available to buy separately, under part no. 8946).
- Use with Laser 7318 and 6291.

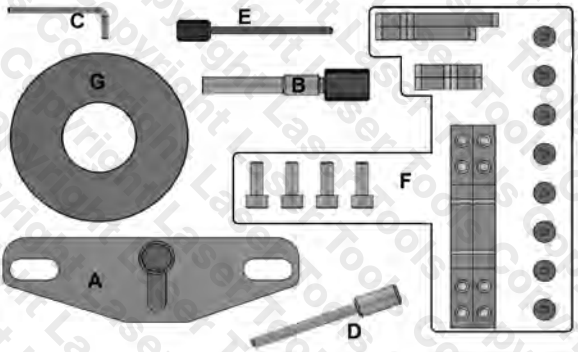
NOTE= for 1.0 non-turbo engine only.*

The information given below is for reference only. Laser Tools recommends the use of Manufacturer data or Autodata. Laser Tools cannot be held responsible for damage to engine or personnel whilst using this tool kit.

Applications

Make	Model	Year
Ford	Fiesta	2013 to 2017

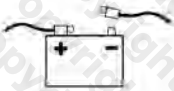
Engine Codes
1.0LT
P4JA
P4JB
P4JC
P4JD
XMJA
XMJB
XMJC
XMJD
XTCA

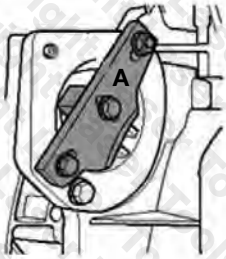


Item	Comp. No.	Description	OEM.
A	C701	Flywheel Holding Tool	303-1602
B	C702	Crankshaft Timing Pin	303-1604
C	C282	Tensioner Pulley Locking Pin	303-1054
D	C089	Crankshaft Pulley Alignment Pin	303-732
E	C488	4mm Tensioner Pin	4MM PIN
F	C1070	Camshaft Timing Tools & Fixings	303-1605*
G	C705	Front Cover Oil Seal Installer	303-1603

Instructions for use

- Always refer to manufacturer specific data and instructions.
- N.B. the camshaft drive belt on the Ford 3 Cylinder 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.



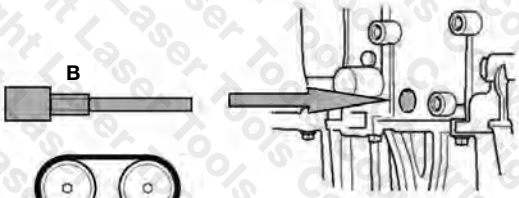


Component A:

Used to lock the flywheel when loosening and tightening the crankshaft pulley bolt. Remove the starter motor, assemble components A as shown and fit in the starter aperture so that its tooth locks the flywheel (see opposite):

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.

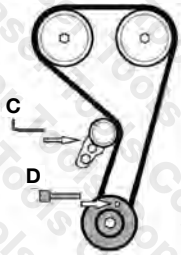


Component C:

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 in figure 3. NOTE: Remove pin D in place when torqueing or loosening the crankshaft pulley bolt.

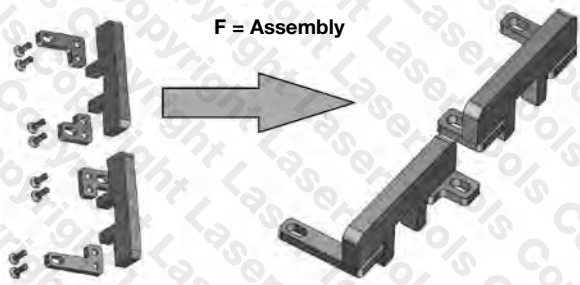


Component E:

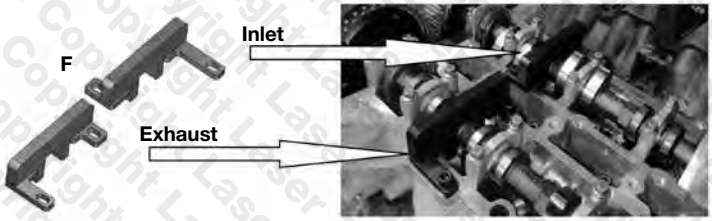
Used to lock the auxiliary belt tensioner in its retracted position.

Component F:

Used to lock the camshafts in their timed position independently of their pulleys. With component B already fitted and the engine at TDC cylinder number 1, assemble the components for F as shown below.



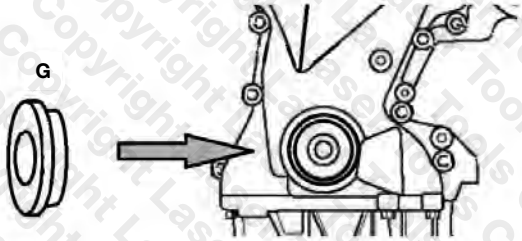
Install the assembled camshaft components F over the square section of the camshafts ensuring the holding tools seat on the surface of the cylinder head. Fit fixing bolts hand tight.



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 6291.

Component G:

This is used fit the new front crankshaft oil seal into the front cover after the front cover has been re-fitted to the engine.



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

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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.

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Distributed by The Tool Connection Ltd
Kineton Road, Southam, Warwickshire CV47 0DR
T +44 (0) 1926 815000 **F** +44 (0) 1926 815888
info@toolconnection.co.uk **www.toolconnection.co.uk**

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