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.

Guarantee
If this product fails through faulty materials or workmanship, contact our service department direct on: +44 (0) 1926 815186. Normal wear and tear are excluded as are consumable items and abuse.

Equivalent to OEM tools 303-1637, 303-1650, 303-1643.
For High Pressure Fuel Pump pulley removal see Laser 7324.
Components

This timing kit has been designed for the latest Ford 2.0D EcoBlue TDCi engine which features an innovative “belt in oil” design where the synchronous drive belt is sited inside the oiled area of the engine. The kit consists of the crankshaft alignment, Flywheel locking and belt fitting tools required to remove and refit the timing belt without damage.

<table>
<thead>
<tr>
<th>Ref</th>
<th>Code</th>
<th>OEM</th>
<th>Description</th>
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<tbody>
<tr>
<td>A</td>
<td>C863</td>
<td>303-1643</td>
<td>Flywheel Holding Tool</td>
</tr>
<tr>
<td>B</td>
<td>C864</td>
<td>303-1637</td>
<td>Crankshaft Alignment Tool</td>
</tr>
<tr>
<td>C</td>
<td>C865</td>
<td>303-1650</td>
<td>Installation Cups</td>
</tr>
<tr>
<td>D</td>
<td>C050</td>
<td></td>
<td>6mm Alignment Pins (3)</td>
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Applications

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<tr>
<th>Make</th>
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<th>Years</th>
<th>Type</th>
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<tr>
<td>Ford</td>
<td>Transit</td>
<td>2016 Onwards</td>
<td>TDCi</td>
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<td>Tourneo Custom</td>
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</table>

Engine Code

2.0 YLFS, YMFS, YNFS, YLF6, YMF6, YNF6, YLR6, YMR6, YNR6
The following instructions are for guidance only. Please refer to OEM derived data such as the vehicle manufactures own data or Autodata. The use of this kit is purely down to the user’s discretion and the Tool Connection Ltd cannot be held responsible for any damage caused what so ever.

Safety Warning - Please Read

- Personal protection and safety equipment must be used at all times
- Eye protection and protective gloves must be worn when using these tools
- Misuse of tools is unsafe, and can cause engine damage,
- Store in a dry place when not in use

Do not use these tools to torque or loosen fixings against unless otherwise stated.

Warning: Normal direction of rotation of the crankshaft is clockwise; however the direction of rotation of the camshafts is anti-clockwise.

Where Used

Preparation

- Remove starter Motor and install flywheel locking tool
- Remove auxiliary drive belt.
- Remove crankshaft pulley.
- Remove timing belt cover.
- Additional component may need to be removed according to vehicle model.
**Important Notes**

- Water pump “stretchy” auxiliary drive belt once removed should not be re-used.
- Mark position of RH engine mounting before removal.
- Replacement of the timing belt also requires replacement of the tensioner and cover.
- Alignment of the crankshaft gear and the intermediate gear timing marks occurs every fourteenth turn of the crankshaft.

**Instructions**

**Component A – Flywheel Holding Tool**

Used to lock and hold the flywheel while undoing the crankshaft pulley bolt. With the starter motor removed bolt component (A) into the starter motor aperture to lock the flywheel. Remove the pulley bolt and pulley.

*Note: Spacers may not be required depending on application*

**Component B – Crankshaft Alignment Tool**

Used to align the crankshaft in its timed position. With the flywheel locking tool (A) removed, refit the crankshaft pulley bolt and rotate the engine in a clockwise direction until TDC on No.1 cylinder. With the camshafts, crankshaft and intermediate shaft timing marks all aligned as shown remove the crankshaft bolt and install the crankshaft alignment tool (B) as shown and secure it to the cylinder block.

**Components C & D**

Assemble components (C) as shown and fit them onto the camshaft pulleys so 2 of the 6mm alignment pins (D) can be fitted through the cups and into the camshaft pulleys and into the cylinder head. Ensure the pins (D) are fully engaged with the cylinder head. Using an 8mm Allen key release the tension on the belt tensioner and insert the 3rd 6mm alignment pin (D) into the tensioner to lock it in its retracted position.

The belt can now be removed and a new belt installed as required.