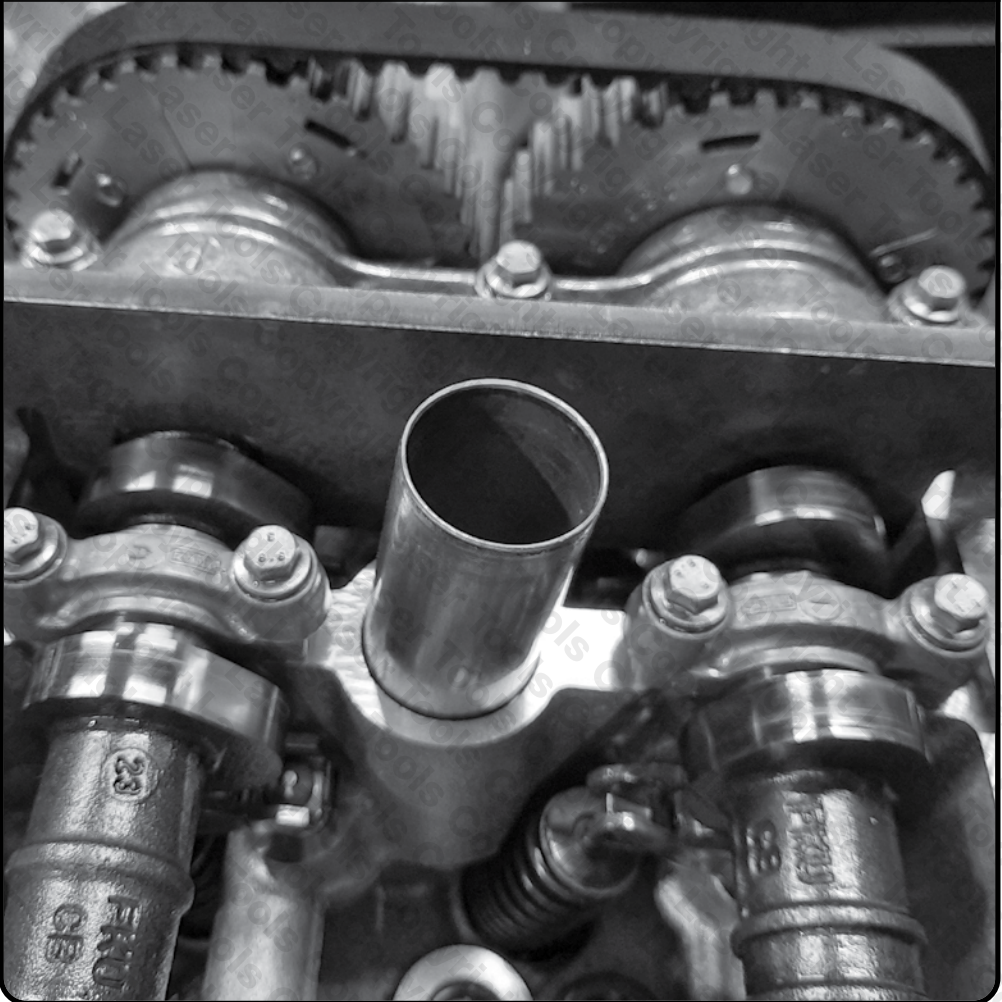


Part No. 8966

LASER[®]

Instructions

Engine Timing Kit for Ford 1.2 Petrol



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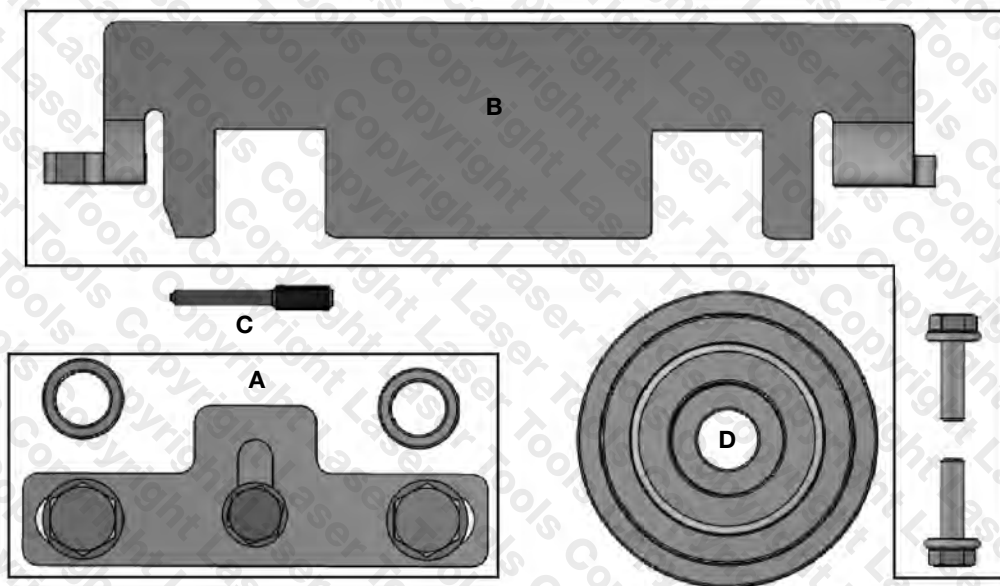
Description

Engine timing kit designed specifically for the 3 cylinder 1.2 petrol “wet belt” engine from Ford. The kit includes all the tools required to lock the camshafts and crankshaft in their timed positions.

- Applications include: Ford Ka+ (2018 to 2020), Ford Ka+ Active (2018 to 2020).
- Engine codes covered include: 1.2L B1KE, ENAP & ENB1.
- Equivalent to OEM: 303-1643, 303-1639 & 303-1645. Includes 4mm tensioner pin.
- Includes crankshaft oil seal fitting tool.

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.

Kit List



Item	Comp. No.	Description	OEM.
A	C863	Flywheel Locking Tool	303-1643
B	C1072	Camshaft Locking Tool	303-1639
C	C178	4mm Tensioner Pin	4mm pin
D	C1003	Crankshaft Oil Seal Fitting Tool	303-1645

Make	Model	Year
Ford	Ka+	2018 to 2020
	Ka+ Active	2018 to 2020

Engine Codes	
1.2	ENAP
B1KE	ENB1

Instructions for use:

- Always refer to manufacturer specific data and instructions.
- N.B. the camshaft drive belt on the Ford 3 Cylinder 1.2L engines are “oil bathed”. The front engine casing must be removed to gain access.
- Turn engine to TDC cylinder number one before disassembly of engine.
- Remove starter motor and use the flywheel holding tool provided when undoing and torquing the crankshaft pulley bolt.
- Remove cylinder head cover to gain access to the camshafts.

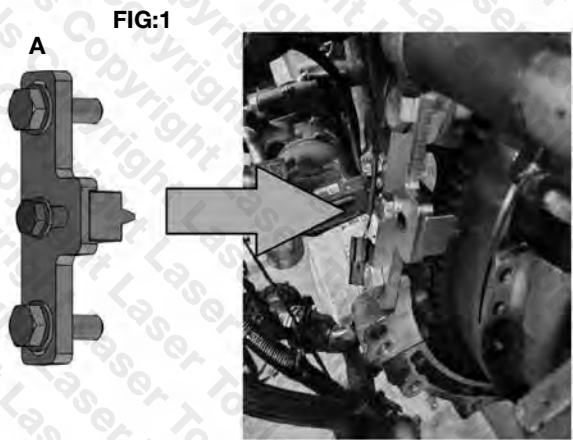


Components A: Used to lock the flywheel when loosening and tightening the crankshaft pulley bolt. Remove the starter motor, assemble components (A) as shown in figure 1* and fit (A) in the starter motor aperture so that the tooth locks the flywheel.

Remove the crankshaft pulley fixing bolt and pulley.

Note: spacers may not be required depending on spacing required.

* Image shown with gearbox removed for clarity only.

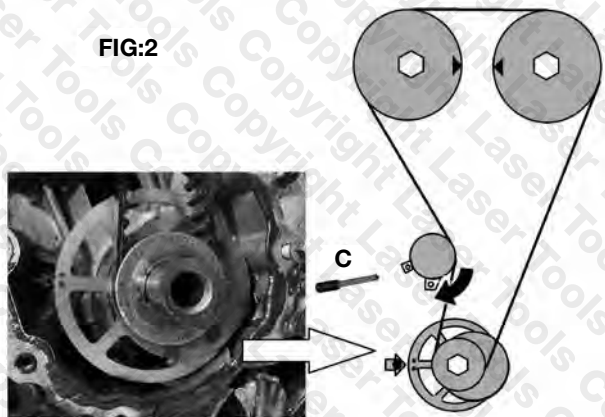


Align timing marks/

With the pulley and engine front cover removed align the crankshaft and camshaft timing marks as shown in figure 2.

Component C/

Turn cam belt tensioner to align the holes and insert the tensioner pin as shown in figure 2.



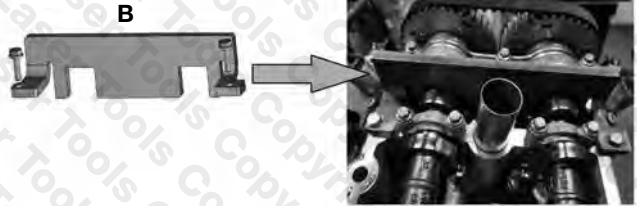
Component B/ is used to lock the camshafts in their timed positions.

With the timing marks correctly aligned the camshaft alignment tool (B) can be placed over the square sections on both camshafts and bolted to the engine as shown in figure 3.

With the camshaft locked the camshaft sprockets can be loosened to ensure the new belt is correctly tensioned. Fit the new belt starting at the crankshaft and working in a counter clockwise direction.

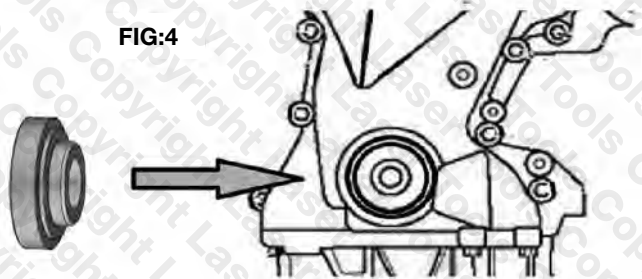
With the belt fitted, camshaft sprocket tightened, belt correctly tensioned and timing marks aligned turn the engine slowly 2 complete turns to ensure the timing marks align and the camshaft timing tool (B) can be refitted.

FIG:3



Component D/ is used fit the new front crankshaft oil seal into the front cover after the front cover has been fitted to the engine. See figure 4.

FIG:4



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

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